

Management Strategies and Projects



River Road Corridor Scenic Byway Management Plan



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interpretive information regarding the Belleview Farm. Belleview was a gentleman farm built on part of the Transylvania land owned by Joseph Bell (b. NY 1801, d. 1857) who lived there with his wife Selena. The Bells practiced mixed farming, producing wheat, corn, hay, beans, and orchard products. A horse training and breeding operation was built on the property around the turn of the century and the remains of the training track are still visible between the house and the river.

- 56. Landscape Improvements at Captain’s Quarter Marina**
The marina and restaurant are frequented by dozens of people daily. Additional landscaping around the marina and through the large parking lot would help improve the site’s aesthetic quality.
- 57. Captains Quarters Water Taxi**
The river is an underutilized resource as a public transportation option. Seasonal boat tours or a water taxi would provide a unique travel experience, linking destinations along both sides of the river.
- 58. Captains Quarters Area Public Boat Access**
There is no public boat access along the corridor east of Cox Park. Public access for fishing, small boats, canoes and kayaks at Harrods Creek should be explored in this area.
- 59. Harrods Creek Overlook**
Explore providing a scenic overlook with river access at the mouth of Harrods Creek to accommodate canoe/kayak launches.
- 60. Harrods Creek Bottomland Protection and Restoration**
Land along the east side of Harrods Creek between River Road and the river remains undeveloped, either in woods or open fields. This bottomland resource should be preserved and restored with native riparian and bottomland vegetation with the possible provision of a nature trail or short segment of the corridor pedestrian/bike trail.
- 61. Belleview Farm Interpretive Venue**
(See Project #55). Interpretation of the farm and its history should be provided at this location in association with a future multi-use trail.
- 62. Transylvania Settlement Interpretation**
Transylvania was a town laid out by the trustees of Transylvania Seminary in 1788 on land set aside by the state for a public school or seminary. The land was never used for that purpose and was sold. The town was never built and the land was divided into several large parcels and sold for farmland.
- 63. B.E. Payne Plant River Edge Restoration and Enhancement**
The Water Company owns a short stretch of river shoreline just east of Mayfair Avenue. Without compromising Water Company operations, this shoreline and adjacent beach area could be restored with native vegetation as part of the larger public access project suggested in Project #65 below.
- 64. Water Company Facilities Interpretation**
Access to clean drinking water and development of sanitary sewers were critical steps in changing Louisville’s image as the “Graveyard of the West”. By 1860, clean drinking water was available. Additional improvements in filtration and supply were continued by Charles Hermany during his tenure as Chief Engineer of the Louisville Water Company with George Warren Fuller, “the father of sanitary engineering”. Their work set the standard for civil engineering nationwide. Citizen education about the facilities innovative river bank infiltration system should be considered.
- 65. Water Company River Access**
Explore providing public access to the Ohio River for fishing and river views through the Water Company property.
- 66. Hays Kennedy Park Trail Head**

Map Key

Blue Circles – Interpretive projects

Green Circles – Recreational Projects

Orange Circles – Mobility Projects

Brown Circles – Stewardship Projects
(Natural, Scenic, Historic, Cultural)

Pale Orange Shading – comprehensive project areas (nodes);
denoted with letter designations

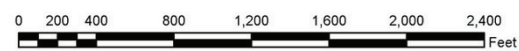
Hays Kennedy Park is an important recreational and environmental resource (i.e., wetlands and rare bird habitat) for the citizens of northeast Jefferson County. The range of recreational opportunities should be increased and promoted at this park including development of a trail head leading to river views/access and interpretation.

- 67. Garvin Brown Preserve, River Access and Interpretation**
The 46-acre preserve was purchased by River Fields in 1994 to preserve the rural character of the river. Formed from land previously part of Sutherland Farm, the preserve features a variety of habitats, including wetlands, meadows, and farmland and has been dedicated to public use. The scenic views and river access at the Garvin Brown Preserve could be enhanced by providing a small boat/canoe/kayak launch. Advance the Army Corps of Engineers ecosystem restoration project at Garvin Brown and expand it to include Hays Kennedy Park.
- 68. Oldham County Trail Connection**
Currently, access the intrinsic qualities of the River Road corridor by Oldham County residents is limited. Providing a multi-use trail connection to Oldham County and points north will provide greater opportunities to experience the byway.
- 69. Jacob School Site**
The Jefferson Jacob School was developed in 1916 and 1917 as the first Rosenwald-funded school in Kentucky. Developed by Booker T. Washington, funded by philanthropist Julius Rosenwald, and based on plans from Tuskegee University, Rosenwald schools educated African American students during the twentieth century. The Jacob School has served as the center of the African American community from its development to today. It has served not only as a center of education but also as recreation center, senior center, war-time activity center, and religious center during relocation of the Harrods Creek Baptist Church. The Jefferson Jacob School could be renovated and used for a broader public purpose (i.e., small historical museum, community meeting house, visitor information center). The facility should continue to function in its role as a community resource for the surrounding African American community. Nomination for National Register should be pursued.

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70. Harrods Creek to Mayfair Avenue

The stretch of River Road from Harrods Creek to Mayfair Avenue embodies many of the rural elements characteristic of the scenic byway and should be preserved.

71. Mayfair Avenue Connection

Providing a multi-use trail connection from Timber Ridge north along a portion of Mayfair Avenue will help to link Prospect and area neighborhoods to the River.

72. Timber Ridge Intersection Improvements

Timber Ridge is an important link to the River Road byway. Improving this intersection to accommodate pedestrian crossings will allow greater access to the corridor.

73. Bicycle and Pedestrian Facilities

(see Project #22).

74. Jacob School Neighborhood/James Taylor Subdivision Interpretation

The neighborhood surrounding the Jacob School was developed after the Civil War when African Americans settled in this and other surrounding areas. The Jacob School, built 1916 and named for former slave Jefferson Jacob, is a surviving landmark (see Project 69).

African American James T. Taylor developed a subdivision for the African American community during the early 1920s. The subdivision fostered the development of a cohesive social network that continues to the present. Interpretation of the history and development of this community should be provided.

75. Bass Road Connection

Providing a pedestrian connection along Bass Road will help to link Hays Kennedy Park, Garvin Brown Preserve, and area neighborhoods to the byway. Park signage at the River Road intersection should be improved.

76. "Parkway" Road Improvements

The character of River Road, from US Highway 42 to Timber Ridge is significantly different than the rest of the scenic byway. Higher concentrations of residential development combined with piecemeal commercial development, has resulted in a corridor segment lacking consistent scenic quality. The design of a divided parkway with a landscaped median/center turn lane should be evaluated to establish a level of visual quality consistent with the scenic byway designation, while addressing existing traffic problems.

77. Community of Prospect Interpretive Venue

Prospect is situated on what was once farmland. The town was not established until 1877-78 when it became a stop on the Louisville, Harrods Creek, and Westport Railroad. The Prospect General Store, built in 1911, was the center of village life for many years until mid-to-late twentieth century development displaced the structure and it was relocated to the Wallace Farm. The town was officially incorporated in 1974. At the time of the L, HC, & W line, a turntable, depot, and livestock pens had been located here. Later, the electric interurban line included a loop and stockyard spur.

78. Eastern Gateway

The River Road/US Highway 42 intersection represents the eastern gateway to the scenic byway. Improvements to the intersection, including unified landscape and signage treatments would help to better define the "gateway" role of this intersection.

C. Prospect Byway Center

Develop a master plan to enhance the "village" character of the Prospect Center commercial area and promote this village as a destination along the corridor. The master plan should:

- a. Emphasize the River Road/US 42 intersection as the eastern gateway to the

Map Key

Blue Circles – Interpretive projects

Green Circles – Recreational Projects

Orange Circles – Mobility Projects

Brown Circles – Stewardship Projects
(Natural, Scenic, Historic, Cultural)

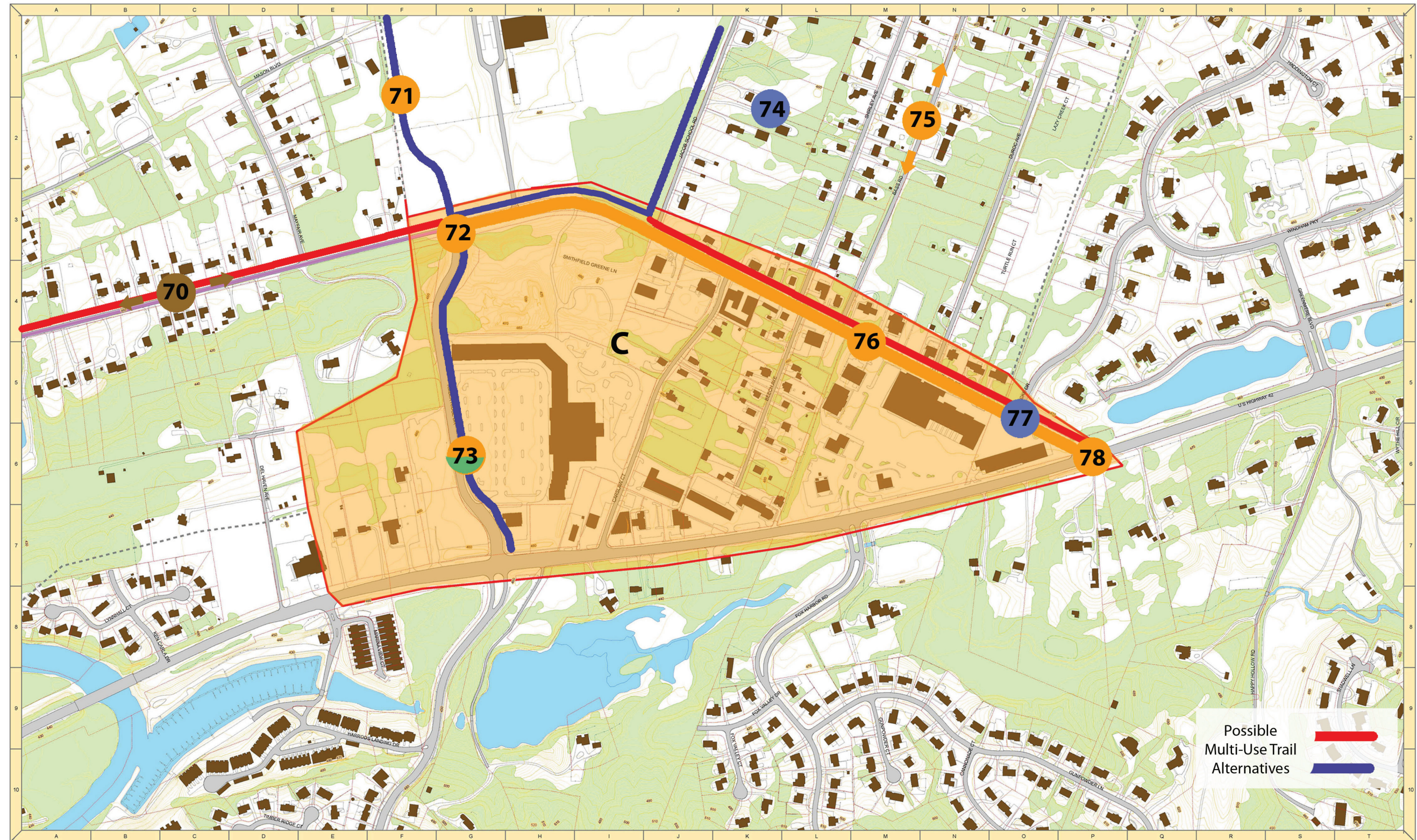
Pale Orange Shading – comprehensive project areas (nodes);
denoted with letter designations

- byway and establish the area as an end-of-route destination for food, drinks and socializing
- b. Implement the proposed Prospect Bicycle and Pedestrian Plan to provide bike lanes and multi-use trails to connect the Byway Center to Prospect neighborhoods
- c. Encourage an intimately scaled and "walkable" environment throughout current and future development and promote a "village" character to the commercial area.
- d. Accommodate visitors by providing sufficient parking and trailhead access.

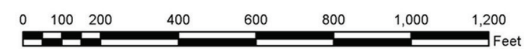
Clockwise from right:
Prospect Center retail as seen from River Road; River Road character, west of Timber Ridge; Hays Kennedy Park signage at Bass Road.



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Signage Plan

A comprehensive signage system will improve safety and increase travelers’ knowledge and appreciation of the River Road Scenic Byway. Signs are necessary for communicating a wide range of information including byway boundaries, special places and attractions, goods and services as well as roadway conditions and operational parameters like speed limit, crosswalk locations and intersecting roads.

Various types of signs will be employed along River Road to convey different information and serve different purposes. The type and placement of signs needs to be carefully considered to minimize visual clutter and diminishment of scenery. A coordinated and planned signage system will help ensure that signs are visually unified and contextually integrated with their setting. The following guidelines are provided for the range of signs and sign functions anticipated along River Road.

Portal or Gateway Signs

Portal or gateway signs can be developed to mark the boundaries of the scenic byway for travelers entering and leaving the byway corridor. These signs or markers would give a sense of having arrived at a special place. They can also help to identify the character or theme of the corridor through their content and design.

Portal signs or markers can take on any number of shapes and designs, and consist of a wide variety of elements including sign panel, landscaping, sculpture and historic artifacts. The scale of the portal marker should be reasonable, whereby it is conspicuous but not overwhelming. The LDC regulates the height and location of any walls or fences associated with a portal or gateway sign based on the zoning district the sign is placed in. The location or setting for the gateway marker must also be considered; ideally it is at or near the byway boundary and associated with a scenic view, grove of trees, or other attractive feature in the larger landscape.

It’s important that the design of the portal or gateway be tied to a “theme” which reflects or says something about the qualities and heritage of the corridor. A theme will also help to keep the gateway marker from becoming an incoherent hodge-podge of elements or just an ordinary road sign. River Road has a rich combination of cultural, natural and recreational resources and features from which to derive a theme. Depending upon the theme, the portal can consist of symbolic representations or actual manifestations of features themselves including:

- Bio-Regional Features
- Native plants and flora
- Native animals, birds, fish
- Local geomorphology: river, limestone bluffs, creeks

- Cultural Features and Characteristics
- Historic places and events
- Native American or ethnic heritage
- Past to present economic activity: farming, river transport and commerce
- Recreation: boating, fishing, festivals

The theme, design and location of gateway markers for the River Road Scenic Byway should be developed with participation of the local community and stakeholders. Local ownership of the design will be essential to its acceptance and integration with the corridor setting.

Community Identification Signs

Several neighborhoods and communities occur along and near River Road. Each neighborhood and community has its distinct identity, differentiated by setting, history, house type, and so forth. Residents of these communities possess a certain “pride of place” and usually want their neighborhood to be readily located or found by visitors and guests. Consequently, many neighborhoods and communities are identified by signs placed along River Road.

These signs are for the most part small and unobtrusive, but vary in style and character. Since community identification signs will at some point be replaced or added, a set of design guidelines would be appropriate to guide the development of new or replacement signs. Given that some design variation is desirable, these guidelines should allow a certain range of materials, shapes, styles, etc. with criteria on scale, location, sign elements and illumination.

The LDC regulates community identification signs in two ways—as a “signature entrance” sign or as a freestanding identification sign. For residential subdivisions, one freestanding identification sign up to fifteen square feet in area and six feet in height is allowed at each dedicated street entrance. A subdivision may have a “signature entrance” in lieu of a subdivision identification sign. A signature entrance consists of a sign (not to exceed 15 square feet) attached to a wall or fence located at each entrance to the development. Single-family zoning also allows for one single-family residential occupant sign, not to exceed one square foot in area, anywhere on the premises of each residence.

In addition to residential communities, the River Road corridor also contains a number of clubs and institutional uses. The LDC allows a club, lodge, fraternity, or sorority one identification sign facing each street which borders the site. Club identification signs can not exceed 6 square feet in area and if freestanding, is limited to six feet in height.

Institutional uses are classified by the LDC as “any community center, church, private school, library, museum or similar institution.” Such uses are allowed one freestanding or attached institution sign, limited to thirty two feet in area and ten feet in height facing each bordering street. Institutional facilities are also allowed one 60 square foot banner sign provided it is attached to a permanent structure. Institutions located in zoning districts that permit a larger business sign may conform to the size allowed in that district.



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Although the LDC establishes clear standards for community identification signs and institutional signs, design criteria for these signs should be established specifically for River Road with input by local residents and stakeholders.

Commercial Signs

These signs are usually located just outside the road right-of-way on private land and announce the presence of nearby businesses or commercial establishments. Without signage controls, these signs can proliferate into a wide variety of sizes, shapes and heights at the discretion of the business or property owner. As a result, commercial signs can become visually obtrusive and disruptive to the scenic qualities of the corridor. With design controls however, these signs can be made less obtrusive yet still effective in identifying the business or service.

Commercial signage is regulated by the Louisville Metro Land Development Code (LDC). The LDC defines a sign as “any display to view letters, devices, structures, fixtures, displays, emblems, pictures, placards, or any parts or combinations thereof designed to provide direction, draw attention to, or to advertise any establishments, product, goods, place, activity, business, or service.” Signs are regulated based on a site’s zoning and intended use.

Attached Business Signs

The LDC allows office and commercial uses one attached identification sign (illuminated or non-illuminated) for each building facade oriented toward the public street providing primary access. Sign size is regulated based on the Form District the building is located in. The River Road corridor falls within the Neighborhood and Village Form Districts. Within these two Form Districts attached signs can not exceed thirty-two square feet in area.

The LDC also regulates other signs associated with the structure in addition to attached identification signs. This includes awnings, canopies and marquee signs, as well as window signage. The LDC also limits the total area encompassed by all attached signs on any one façade of a building based on percentage of the façade’s total area.

Freestanding Business Signs

The LDC also allows for freestanding signs associated with business uses. No freestanding sign shall be located in or project over into the right-of-way or into any adjoining property. Businesses are restricted to one freestanding sign for each street frontage unless that frontage exceeds 600 feet. The LDC regulates height, size and distance separating freestanding business signs. Freestanding Business signs located on River Road in the Neighborhood Form District are limited to 40 square feet in area and 6 feet in height. In the Village Form District, these signs are limited to 24 square feet in area and 4 feet in height.

Freestanding business signs are further regulated when located on a road of particular community interest including those designated as Scenic Corridors. On the River Road corridor, freestanding signs must be monument style or a columnar sign unless it’s determined that a potential sight distance problem would be created. Specific design criteria would lend consistency to business signs along River Road.

Tourist Oriented Directional Signs

Tourist Oriented Directional Signs (TODS) identify area attractions, businesses, and amenities that may not be immediately adjacent to or identified from the road. Located in the roadside, TODS are typically rectangular panels with white letters on a blue or sometimes brown background. Their smaller scale, simple design, and consistent character do not contribute to the visual clutter, making them ideal for a scenic corridor.

Usually TODS provide the name of the attraction or amenity with distance and direction indications. However, symbols representative of the attraction can be sometimes integrated in the design for better identification of the feature. The Kentucky Transportation Department has criteria for TODS, and their use along roads and highways throughout the region is fairly common.

A limited number of TODS have already been placed along River Road to identify recreational areas and parks like Hays Kennedy Park and Caperton Swamp. These signs should be consistently used to identify current and future attractions and amenities near River Road like marinas, overlooks, trailheads, and businesses. Specific locations for TODS were identified in the recommended strategies and projects.

Roadway Information Signs

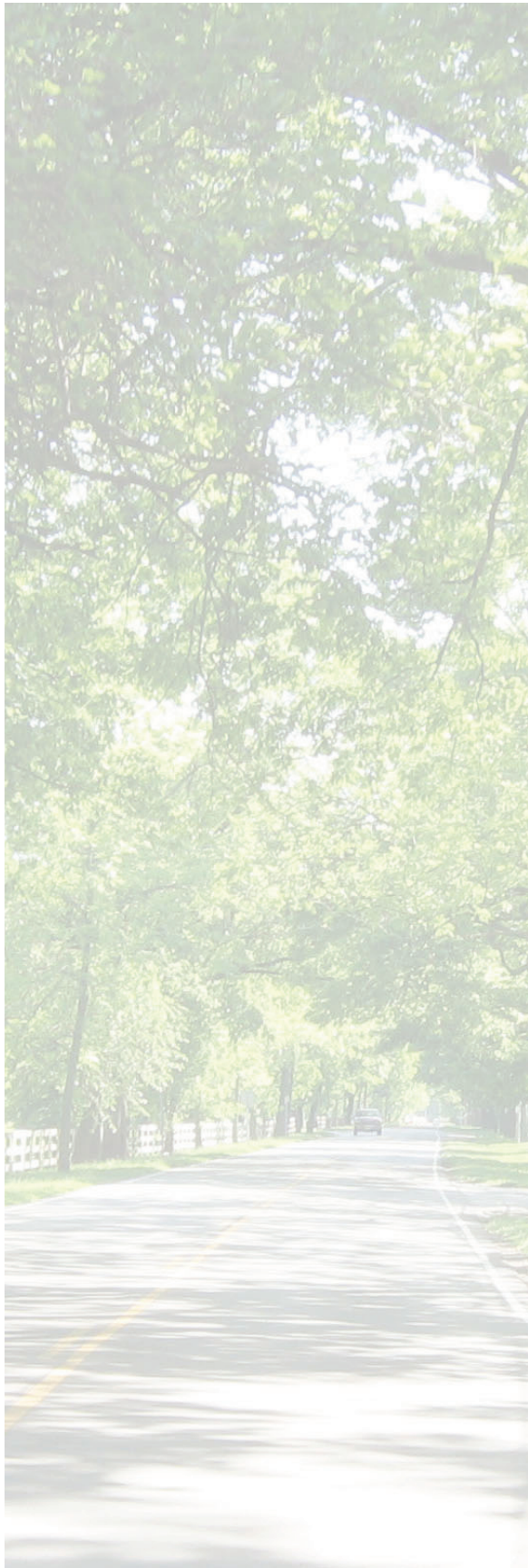
Roadway information signs inform drivers about the road’s operational requirements and conditions. Information signs are located next to the road and include stop and yield signs, no passing signs and speed limit signs. These signs are required by the state transportation department and their design and placement is in accordance with the Manual on Uniform Traffic Control Devices, with little or no latitude on size, shape, color, etc. In their use along River Road, it’s recommended that these signs be mounted on unpainted wood posts and their backsides be finished or painted in dark brown to blend better with their surroundings.

Outdoor Advertising Signs Location Limitations for Parkways and Scenic Corridors

The LDC contains specific regulations governing outdoor advertising signs on roadways that have been designated by the community as either parkways or scenic corridors. As long as River Road is designated a Scenic Byway no billboards, temporary, portable or outdoor advertising signs (such as signs located on transit benches) are permitted on any property or within any development site adjacent to the corridor.



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IMPLEMENTATION MEASURES

Implementation measures contained in this Management Plan have been presented as either a strategy or a project. The tables below summarize the recommended strategies and projects. The first table identifies the recommended strategies and non site-specific projects that are applicable to the entire corridor. The second table lists site specific projects and the primary strategy or strategies that support each project.

Implementing the strategies and projects recommended for the River Road corridor is an extensive undertaking that will require the efforts and resources of many groups and individuals. The tables suggest those entities most likely to have oversight or responsibility for the implementation of a given strategy or project. For the greatest chance of success, the implementation of these recommendations should be managed by an independent, oversight body whose membership would include a broad cross-section of River Road stakeholders. While it would not be the responsibility of this Management Board to implement these recommendations, the Board would provide a catalyst as well as non-partisan review.

Some strategies or projects may occur within a short time frame while others will take years to complete. Part of the speed with which implementation measures will occur is tied to the availability of funds to make a strategy, project or action a reality. Also identified in the tables are general time frames for implementation, based either on the critical nature of the action or the relative cost and/or availability of resources to initiate it. Short Term time frame suggests that a project can be initiated (**not necessarily completed**) within 2 years from adoption of this plan. A Mid-Term time frame would take between 3-5 years to initiate, while a Long Term time frame designation suggests 5 years or longer.

Both tables also list potential funding sources for each strategy. These sources would potentially contribute monies above and beyond future operating or capitol budgets of the Louisville Metro Departments that have been identified as the party responsible for implementation. This list is by no means exhaustive, but represents funding opportunities that have historically been available for similar projects. Following the tables are brief descriptions of common funding sources.

Strategies and Non Site-Specific Projects

	Strategies and Projects	Responsible Parties/Resource Agencies	Time Frame Short Term– 2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
1.1	Identify and implement planning tools to preserve/protect resources and qualities	Louisville Metro Planning and Design Services, Prospect, Indian Hills, Glenview, River Road Scenic Byway Oversight Board, River Fields	Short Term, On-Going	United States Department of Agriculture (USDA), Kentucky Heritage Land Conservation Fund
1.2	Seek the purchase and acquisition of selected lands by agencies and land trusts	Louisville/Jefferson County Environmental Trust; River Fields, Inc.; Trust for Public Land, Metro Parks	Short Term, On-Going	Kentucky Department for Natural Resources Heritage Land Conservation Fund, Kentucky Division of Forestry, Archaeological Conservancy
1.3	Encourage private land owners to act as stewards of their lands and to pursue programs to protect and improve the land’s special qualities	Louisville Metro; Glenview; Prospect; Indian Hills; River Road Scenic Byway Oversight Board, Property Owners	Short Term, On-Going	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, NRCS, Kentucky Division of Water, Kentucky Division of Forestry, MSD

Implementation

	Strategies and Projects	Responsible Parties/Resource Agencies	Time Frame Short Term– 2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
1.4	Develop a cultural landscape analysis and report for the corridor	Louisville Metro; Glenview; Prospect; Indian Hills; River Road Scenic Byway Oversight Board, River Fields	Mid Term	National Trust for Historic Preservation, Cultural Heritage Grants, HUD, National Park Service, The Community Foundation of Louisville
1.5	Conduct a thorough biological/environmental assessment of the corridor	Louisville Metro; Glenview; Prospect; Indian Hills; River Road Scenic Byway Oversight Board, Property Owners	Long Term	United States Fish and Wildlife Services (FWS)
1.6	Protect and enhance resources and qualities through managing authorities’ policies and programs.	Louisville Metro; Glenview; Prospect; Indian Hills		Annual Operating Funds, Council Discretionary Funds
	Establishment of a River Road Scenic Byway Oversight Board	Louisville Metro; Glenview; Prospect; Indian Hills	Short Term	
1.7	Develop and implement restoration and stewardship plans for natural areas currently in public ownership or that are publicly accessible.	Trust for Public Lands, Metro Parks, River Fields		National Fish and Wildlife Foundation (NFWF), NRCS, Kentucky Division of Forestry, Annual Operating Funds, Council Discretionary Funds
1.8	Build awareness and increase stewardship of watersheds, water resources and water quality	MSD, Kentucky Waterways Alliance, Kentucky Division of Water, NRCS, River Road Scenic Byway Oversight Board		NRCS, EPA, U. S. Fish and Wildlife Service, Kentucky Division of Water, MSD
	“Adopt-a-Creek” programs for Goose Creek, Harrods Creek, and other smaller tributary creeks	River Road Scenic Byway Oversight Board; MSD	Short Term, On-Going	
1.9	Enlist the support of partners in promoting and implementing stewardship projects and initiatives	Louisville Metro, River Road Scenic Byway Oversight Board, Business Associations, Neighborhood Associations, Property Owners	Short Term, On-Going	NRCS
1.10	Enhance the existing commercial areas in the corridor, converting them to intimately scaled and walkable “Byway Centers.”			Louisville Neighborhood Development Funds

Implementation

	Strategies and Projects	Responsible Parties/Resource Agencies	Time Frame Short Term– 2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
1.11	Publicize projects, making them demonstration or “how to” opportunities	Louisville Metro; Glenview; Prospect; Indian Hills; River Road Scenic Byway Oversight Board	Short Term, On-Going	
2.1	Conduct a comprehensive inventory and analysis of the corridor’s historic, archaeological, and cultural resources and qualities	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Center for Preservation Technology & Training (NCPTT)
2.2	Create a multi-faceted interpretive program targeted to a broad audience using a variety of communication methods	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
2.3	Provide well-marked places along the corridor for interpretive exhibits and materials where public access is permitted	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	
2.4	Establish a clearly defined set of interpretive themes tied to the corridor’s natural, historic and cultural heritage	Louisville Metro; Glenview; Prospect; Indian Hills, Metro Parks	Short Term	
3.1	Promote the wide range of social and recreational opportunities throughout the corridor	Louisville Metro, River Road Scenic Byway Oversight Board, Business Associations, Neighborhood Associations, Greater Louisville, Inc.	Short Term, On-Going	
3.2	Continue to acquire additional park land, trail easements, and recreational open space throughout the corridor	Louisville Metro Parks, Louisville/Jefferson County Environmental Trust, River Fields,, Inc., Glenview, Prospect, Indian Hills	Short Term, On-Going	FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants; TE Funds; CMAQ Funds

Implementation

	Strategies and Projects	Responsible Parties/Resource Agencies	Time Frame Short Term– 2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
3.3	Maintain and improve existing parks, trails, outdoor public spaces, and rights of way to provide a safe, pleasant and sustainable environment	Louisville Metro, River Road Scenic Byway Oversight Board	Short Term, On-Going	National Recreational Trails Program, FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants
3.4	Provide additional opportunities for the public to access the river	Louisville Metro; Glenview; Prospect; Indian Hills; River Road Scenic Byway Oversight Board, Property Owners		FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
3.5	Develop recreational trail connections along the corridor to link the parks, neighborhoods, activity centers, and points of interest along the byway and to provide alternative ways for pedestrians and bicyclists to access these facilities	Louisville Metro Pubic Works, Louisville Metro Parks, River Fields, Inc., Glenview, Prospect, Indian Hills	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
3.6	Enlist the support of strategic partners in promoting social and recreational events and programs and in the development of new recreational facilities	Louisville Metro, River Road Scenic Byway Oversight Board, Business Associations, Neighborhood Associations	Short Term, On-Going	
3.7	Disseminate information about the social and recreational opportunities in the corridor	Louisville Metro, River Road Scenic Byway Oversight Board, Business Associations, Neighborhood Associations	Short Term/Ongoing	
4.1	Maintain River Road’s two lane character	Louisville Metro Public Works	Short-Term	
4.2	Improve the use and integration of various modes of transportation	Louisville Metro Public Works, TARC, Prospect, Indian Hills, Glenview, Property Owners, KIPDA	Short Term/Ongoing	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
4.3	Encourage transit use to help reduce other vehicle trips and make the corridor more accessible	TARC	Long-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds

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	Strategies and Projects	Responsible Parties/Resource Agencies	Time Frame Short Term– 2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
4.4	Develop a bicycle network that strives to accommodate users of all ages and abilities	Louisville Metro; Glenview; Prospect; Indian Hills	Short Term/Ongoing	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
4.5	Provide appropriate pedestrian facilities to connect neighborhoods and destinations	Louisville Metro; Glenview; Prospect; Indian Hills		FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
4.6	Explore the feasibility of and demand for using the river as an alternative to transportation mode to connect various river oriented uses and areas	River Road Scenic Byway Oversight Board; Greater Louisville, Inc.; USACE, Property Owners		FHWA Scenic Byway Grants; TE Funds
4.7	Employ context sensitive design solutions for safety improvements along the corridor	Louisville Metro Public Works		FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, Annual Operating Funds, Council Discretionary Funds
	Establish 35 mph as the uniform posted speed for the entire byway	Louisville Metro Public Works	Short-Term	
4.8	Manage visitor use and access to prevent overcrowding, incursions onto private property, and adverse effects on the corridor’s resources	Louisville Metro; Glenview; Prospect; Indian Hills	Short-Term, On-Going	
4.9	Develop a comprehensive signage system for the corridor to identify attractions, amenities, businesses, neighborhoods, etc.	Louisville Metro Public Works, Metro Parks	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds

Implementation

Site-Specific Projects

Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
A	Water Tower Byway Center		Louisville Metro, Indian Hills	Mid Term	
B	Harrods Creek Village Byway Center		Louisville Metro	Mid Term	
C	Prospect Byway Center		Prospect	Mid Term	
1	Toll House Interpretive Signage	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
2	Water Tower Open Space Restoration	3.3	Louisville Water Company, Louisville Metro Parks	Mid Term	National Recreational Trails Program, FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants
3	Ohio River Overlook at Water Tower Site	3.4	Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Inc.	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
4	Zorn Avenue Connection	4.5	Louisville Metro Public Works, Property Owners	Long-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
5	Cultural Heritage Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation

Implementation

Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
6	Twin Park Native Landscape Restoration	1.7	Metro Parks, Natural Resources Conservation Service (NRCS)	Mid Term	National Fish and Wildlife Foundation (NFWF), NRCS, Kentucky Division of Forestry, Annual Operating Funds, Council Discretionary Funds
7	Access & Circulation Improvements at Cox & Hutchins Parks	4.7	Louisville Metro Parks, Louisville Metro Public Works	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, Annual Operating Funds, Council Discretionary Funds
8	Cox Park Master Plan	1.7, 3.3	Louisville Metro Parks	Long Term	National Fish and Wildlife Foundation (NFWF), NRCS, Kentucky Division of Forestry, Annual Operating Funds, Council Discretionary Funds
9	Cox Park Water Taxi	4.6	River Road Scenic Byway Oversight Board; Greater Louisville, Inc.; USACE, Property Owners	Long-Term	FHWA Scenic Byway Grants; TE Funds
10	Thurman Hutchins Park Master Plan Update	1.7	Louisville Metro Parks	Mid Term	National Fish and Wildlife Foundation (NFWF), NRCS, Kentucky Division of Forestry, Annual Operating Funds, Council Discretionary Funds
11	Cox Park River Bank Restoration	1.7	Louisville Metro Parks	Long Term	National Fish and Wildlife Foundation (NFWF), NRCS, Kentucky Division of Forestry, Annual Operating Funds, Council Discretionary Funds
12	Floodwater Interpretive Venue	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation

Implementation

Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
13	Thurman Hutchins Wildlife Corridor	1.5	Metro Public Works, Metro Parks	Long Term	United States Fish and Wildlife Services (FWS)
14	Multi-Use Trail Extension	4.5	Louisville Metro Public Works	Short-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
15	Indian Hills Wildlife Crossing	1.5	Metro Public Works, Metro Parks	Long Term	United States Fish and Wildlife Services (FWS)
16	Burying Overhead Utilities	1.1	Louisville Gas and Electric, Louisville Metro, Glenview, Prospect, Property Owners, River Road Scenic Byway Oversight Board	Short to Long-Term	FHWA Scenic Byway Grants; TE Funds
17	Caperton Swamp Stewardship Plan	1.7	Metro Parks, Audubon Society, River Fields	Short Term	National Fish and Wildlife Foundation (NFWF), NRCS, Kentucky Division of Forestry, Annual Operating Funds, Council Discretionary Funds
18	Caperton Swamp Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
19	Caperton Swamp Wildlife Crossing	1.5	Metro Public Works, Metro Parks	Long Term	United States Fish and Wildlife Services
20	Louisville Boat Club Stewardship	1.3	Louisville Boat Club	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
21	Louisville Boat Club Wetland Restoration	1.3	Louisville Boat Club	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD

Implementation

Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
22	Bicycle and Pedestrian Facilities	4.4, 4.5	Louisville Metro Public Works, Property Owners, KIPDA	Short-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
23	Blankenbaker Lane Connection	4.5	Louisville Metro Public Works, Indian Hills, Property Owners, KIPDA	Long-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
24	Blankenbaker-Mattingly House Interpretive Venue	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
25	Croghan/Blankenbaker House Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
26	Traffic Calming	4.7	River's Edge Neighborhood Association, Louisville Metro Public Works, Property Owners, KIPDA	Long-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, Annual Operating Funds, Council Discretionary Funds
27	Scenic Pull Off and Ohio River Interpretive Venue	3.2	River's Edge Neighborhood Association, Louisville Metro Public Works, KIPDA	Long Term	FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants; TE Funds; CMAQ Funds
28	River's Edge Landscape Improvements	1.3	River's Edge Neighborhood Association, River Fields	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD

Implementation

Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
29	Knights of Columbus Pedestrian Crossing	4.7	Louisville Metro Public Works, KOC, KIPDA	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, Annual Operating Funds, Council Discretionary Funds
30	Country Estates Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
31	Maintenance of River Views	1.6	River Road Scenic Byway Oversight Board; Louisville Metro Public Works	Short Term, On-Going	Annual Operating Funds, Council Discretionary Funds
32	Muddy Fork Restoration	1.8	River Road Scenic Byway Oversight Board; MSD; Kentucky Division of Water; USACE, Adjacent Property Owners	Mid Term	NRCS, EPA, U. S. Fish and Wildlife Service, Kentucky Division of Water, MSD
33	Bicycle and Pedestrian Facilities	4.4, 4.5	Louisville Metro Public Works, Glenview, Property Owners, KIPDA	Mid-Term-Long Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
34	Woodland Conservation	1.3	City of Glenview, Property Owners, River Fields	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
35	Glenview Post Office Interpretive Venue	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
36	Glenview Wildlife Crossing	1.5	Metro Public Works, Metro Parks	Long Term	United States Fish and Wildlife Services (FWS)

Implementation

Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
37	Glenview Scenic Landscape Conservation	1.3	City of Glenview, Property Owners, River Fields	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
38	Woodland Preservation and Restoration on Bluffs	1.3	City of Glenview, Property Owners, River Fields	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
39	Chance School/Ballard School Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
40	Burying Overhead Utilities	1.1	Louisville Gas and Electric, Louisville Metro, Glenview, Prospect, Property Owners, River Road Scenic Byway Oversight Board	Short to Long-Term	FHWA Scenic Byway Grants; TE Funds
41	Goose Creek Access and Lime Kiln Intersection Improvements	3.4	Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Inc. , KIPDA	Mid Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
42	Goose Creek Public Access and Interpretive Venue	3.4	Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Inc. , KIPDA	Mid Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
43	Goose Creek Restoration and Watershed Management Plan	1.8	River Road Scenic Byway Oversight Board; MSD; Kentucky Division of Water; USACE, Land Owners	Mid Term	NRCS, EPA, U. S. Fish and Wildlife Service, Kentucky Division of Water, MSD
44	Goose Creek Pull Off	3.2	Louisville Metro Public Works, KIPDA	Long Term	FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants; TE Funds; CMAQ Funds

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Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
45	River Camp Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
46	Bicycle and Pedestrian Facilities	4.4, 4.5	Louisville Metro Public Works, Property Owners, KIPDA	Short-Term–Long Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
47	Little Goose Creek Preservation and Restoration on Bluffs	1.3	Louisville Metro; Glenview; River Road Scenic Byway Oversight Board, Property Owners	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
48	Conservation and Interpretation of Agricultural Lands		NRCS, Property Owners, River Road Scenic Byway Oversight Board, River Fields	Short Term, On-Going	United States Department of Agriculture (USDA), Kentucky Heritage Land Conservation Fund, NRCS
49	Riverside Beach Road Area Conservation and Preservation	1.3	Louisville Metro; River Road Scenic Byway Oversight Board, Property Owners	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
50	Megafauna Interpretive Venue and Trailhead	3.6	Louisville Metro Parks, River Fields, Inc., Land Owner, KIPDA	Long Term	FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants; TE Funds; CMAQ Funds
51	Habich Site Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation

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Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
52	Wolf Pen Branch Road Intersection Improvements	4.7	Louisville Metro Public Works, Property Owners, KIPDA	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, Annual Operating Funds, Council Discretionary Funds
53	Harrods Creek Bridge Area Interpretive Venue	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
54	Harrods Creek Watershed Management Plan	1.8	River Road Scenic Byway Oversight Board; MSD; Kentucky Division of Water; USACE, Land Owners	Mid Term	NRCS, EPA, U. S. Fish and Wildlife Service, Kentucky Division of Water, MSD
55	Eastern Bridge Trail Head and Belleview Interpretive Venue	3.2	Louisville Metro Public Works, KIPDA	Long Term	FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants; TE Funds; CMAQ Funds
56	Landscape Improvements at Captain's Quarter Marina	1.3	River Road Scenic Byway Oversight Board, Property Owners	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
57	Captains Quarters Water Taxi	4.6	River Road Scenic Byway Oversight Board; Greater Louisville, Inc.; USACE, Property Owners, KIPDA	Long-Term	FHWA Scenic Byway Grants; TE Funds
58	Captains Quarters Area Public Boat Access	3.6	Louisville Metro Parks, Land Owner	Long Term	
59	Harrods Creek Overlook	3.4	Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Inc., KIPDA	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds

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Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
60	Harrods Creek Bottomland Protection and Restoration	1.3	Land Owners, River Fields, Metro Parks	Mid Term	United States Forest Service (FS), NFWF, U. S. Fish and Wildlife Service, EPA, Kentucky Division of Forestry, MSD
61	Bellevue Farm Interpretive Venue	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
62	Transylvania Settlement Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
63	B.E. Payne Plant River Edge Restoration and Enhancement	1.8	River Road Scenic Byway Oversight Board; USACE	Mid Term	NRCS, EPA, U. S. Fish and Wildlife Service, Kentucky Division of Water, MSD
64	Water Company Facilities Interpretation		Louisville Water Company, Louisville Metro Parks	Mid Term	FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants; TE Funds; CMAQ Funds
65	Water Company River Access	3.6	Louisville Water Company, Louisville Metro Parks, KIPDA	Long Term	FHWA, Kentucky Department for Natural Resources Heritage Land Conservation Fund, Scenic Byway Grants; TE Funds; CMAQ Funds
66	Hays Kennedy Park Trail Head	3.5	Louisville Metro Parks, KIPDA	Short Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
67	Garvin Brown, Preserve River Access and Interpretation	3.6	River Fields, Inc.	Short Term	River Fields, Inc.

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Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
68	Oldham County Trail Connection	3.5	Louisville Metro Parks, Oldham County Planning & Zoning, KIPDA	Long Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
69	Jacob School Site	3.7	Louisville Metro, River Road Scenic Byway Oversight Board, Property Owners	Mid Term	KY African American Heritage Commission; Lowe's Grants for Rosenwald Schools, Alice Rosenwald Flexible Fund, National Trust Partnership-in-Scholarship (PS) Grant for African American history
70	Harrods Creek to Mayfair Avenue	1.1	Louisville Metro Planning and Design, Prospect, Property Owners, River Road Scenic Byway Oversight Board	Short Term- On Going	FHWA Scenic Byway Grants; TE Funds
71	Mayfair Avenue Connection	4.5	Louisville Metro Public Works, Prospect, Property Owners, KIPDA	Long-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program
72	Timber Ridge Intersection Improvements	4.2	Louisville Metro Public Works, KIPDA	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
73	Bicycle and Pedestrian Facilities	4.4, 4.5	Louisville Metro Public Works, Prospect, Property Owners, KIPDA	Short-Term–Long Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds
74	Jacob School Neighborhood/James Taylor Subdivision Interpretation	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America's Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
75	Bass Road Connection	4.5	Louisville Metro Public Works, Prospect, Property Owners, KIPDA	Long-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, National Recreational Trails Program

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Project	Description	Related Strategy	Responsible Parties/Resource Agencies	Time Frame Short Term–2 yrs or less Mid-Term– 3-5 yrs. Long Term - > 5 yrs.	Potential Funding Source(s)
76	Parkway Road Improvements	4.7	Louisville Metro Public Works, Prospect, Property Owners, KIPDA	Long-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds, Annual Operating Funds, Council Discretionary Funds
77	Community of Prospect Interpretive Venue	2.3	River Road Scenic Byway Oversight Board, Louisville Metro; Glenview; Prospect; Indian Hills, River Fields, Kentucky Heritage Council	Short Term, On-Going	National Endowment for the Humanities, specifically America’s Historical and Cultural Organizations Implementation Grant; National Trust for Historic Preservation
78	Eastern Gateway	4.9	Louisville Metro Public Works, Metro Parks, KIPDA	Mid-Term	FHWA Scenic Byway Grants; TE Funds; CMAQ Funds

National Fish and Wildlife Foundation (NFWF) -NFWF seeks projects that initiate partnerships with private landowners; demonstrate collaborative efforts; and address watershed health issues that lead to restoring native aquatic species habitats and their migration corridors.

United States Department of Agricultural (USDA) - Wildlife Habitat Incentives Program (WHIP) - A voluntary program for people who want to develop and improve wildlife habitat, primarily on private land.

USDA Forest Service (FS) - Cooperative Forest Health Management Program. Funds weed management activities on state and private forested lands.

USDA Natural Resources Conservation Service (NRCS)

There are a variety of funding programs within the NRCS. Examples include: Environmental Quality Improvement Program (EQIP), Conservation on Private Lands Program, Conservation Technical Assistance (CTA), and Wetlands Reserve Program.

Funding for the Management and Control of Invasive Species Affecting Grazing Lands

NRCS provides funds to manage the spread of invasive species affecting grazing land. Proposals that address invasive species on western range (grazing) lands are given a priority. Forty grants per year ranging from \$50,000 to \$500,000 are awarded to private landowners.

Environmental Quality Improvement Program (EQIP)

EQIP provides a voluntary conservation program for farmers and ranchers promoting agricultural production and environmental quality as compatible national goals. This program offers financial and technical help to assist eligible participants in installing or implementing structural and management practices on eligible agricultural land. EQIP may share up to 75% of the costs of certain conservation practices.

Conservation on Private Lands Program

This grant program funds conservation and enhancement of wildlife and natural resources on private lands. A 50% match in funds is required.

Conservation Technical Assistance (CTA)

CTA provides technical assistance to participants in USDA cost-share and conservation incentive programs. Assistance is funded on a reimbursable basis from the Commodity Credit Corporation for planning and implementing conservation practices that address natural resource issues. Funds are available to private landowners, federal, state, and local agencies.

Wetlands Reserve Program

A voluntary program offering landowners the opportunity to protect, restore and enhance wetlands on their property. The goal is to achieve the greatest wetland functions and values, along with optimum wildlife habitat, on every acre enrolled in the program.

Conservation Innovation Grants

CIG is a voluntary program intended to stimulate the development and adoption of innovative conservation approaches and technologies while leveraging federal investment in environmental enhancement and protection, in conjunction with agricultural production. CIG enables NRCS to work with other public and private entities to accelerate technology transfer and adoption of promising technologies and approaches to address some of the nation’s most pressing natural resource concerns.

US Fish & Wildlife Service (USFWS)

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Private Stewardship Grants. Private Stewardship Grants supplies financial assistance for on-the-ground conservation projects on private lands to benefit at-risk species. This program was not developed to address invasive species issues; however projects that benefit at-risk species through invasive species control may be eligible. 10% non-federal match is required for a median grant of \$8,000 for groups working on private lands.

Partners for Fish and Wildlife. A voluntary habitat restoration program that provides financial assistance and restoration expertise to private landowners, tribes and other conservation partners who desire to improve the condition of fish and wildlife habitat on their land. Projects must be on refuge land, or in an area that directly benefits FWS lands. A 1:1 cost match is required.

National Park Service (NPS)

Challenge Cost Share. Works to increase the participation of neighboring communities and qualified partners in preserving and improving the cultural, natural and recreational resources for which the Service is responsible. In 2003, \$5.0 million in each bureau challenge cost-share program was targeted specifically at resource restoration and habitat enhancement. A typical award is \$7,000 to \$21,000, and a 1:1 non-federal match is required for public, private, and tribal interests.

Land and Water Conservation Fund. Provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States.

Federal Highway Administration (FHWA)

National Scenic Byways Program Funds

National Scenic Byways Program funds may be used for enhancing, protecting, or preserving the byway’s intrinsic qualities that support the byway’s designation.

Transportation Enhancement Activities

Transportation Enhancement (TE) funding opportunities help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation.

Congestion Mitigation and Air Quality (CMAQ) Funds

The Congestion Mitigation and Air Quality Program is a transportation improvement program focused on reducing emissions in non-attainment areas as determined by the EPA. Pedestrian and bicycle projects are eligible for CMAQ funding.

Recreational Trails Program (RTP). The RTP is an assistance program that provides funds to the States to develop and maintain recreational trails and trail related facilities for both non-motorized recreational trail uses including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Kentucky Department for Natural Resources (KDNR)

Kentucky Heritage Land Conservation Fund (KHLCF). The KHLCF provides funding for preserving and conserving natural areas that possess unique features including; rare and endangered species habitat, migratory bird habitat, areas that perform important natural functions that are subject to alteration or loss, area to be preserved in their natural state for public use, as well as outdoor recreation and education.

Kentucky Division of Water (KDOW)

319 Grant Funding. Grants are available for watershed-based plan development and implementation, protection of Special Use Waters with identified threats, as well as other nonpoint source pollution control projects to help mitigate or prevent runoff pollution. Priority consideration is given to applications for watershed-based plan development and implementation in 303(d) listed streams and protection of threatened Special Use Waters.

Marketing Plan

Tourism

Marketing and publicizing River Road should be viewed in the context of tourism and tourism promotion. Although accommodating and advancing tourism can be a primary focus of a scenic byway management plan, other considerations may take precedence depending upon the corridor's characteristics and the local community's preferences. Regardless of its relative importance or status in the overall scheme of things, tourism at any level may carry adverse effects or incite a negative reaction among local residents for various reasons. One of the challenges, and hopefully successes, of this plan will be to impart a more positive view of tourism in the River Road corridor.

One way to view tourism is as "visitation." This may be a more appropriate frame of reference for River Road since most of the people who currently travel to the corridor are locals from the surrounding area rather than "tourists" from outside the area or region. Regardless of whether they're local or non-local, most visitors usually conduct themselves with a certain amount of respect for their host or host place. Visitors, after all, have come to enjoy what the corridor has to offer, not to intentionally harm or damage what makes the place so compelling. Moreover, travel has always been a big part of the River Road corridor. Native Americans came in search of game and trade, early Euro-American settlers moved through on wagons and flatboats, and modern day-trippers run about in autos and boats. They have all come for many of the same reasons—for respite or diversion, to carry on commerce and trade, to make social connections, and to experience a new place.

Apart from how tourism/visitation is perceived, its successful integration with the River Road corridor will largely depend on how well it is managed. Many of the strategies and actions outlined in this plan are related to both improving visitor experience and reducing its potential negative effects. For example, the provision of a few simple roadside pull-outs will allow visitors to safely exit the travelway to enjoy a scenic vista without infringing on a private drive or endangering themselves and other motorists by trying to stop on a narrow shoulder. Other such strategies and actions include concentrating certain visitor amenities (like restaurants and shops) in designated areas, and developing good way-finding signage and maps. Much of the interpretative content up and down the corridor can also reinforce the message that everyone, including visitors, shares responsibility for the stewardship and protection of the corridor's qualities. A visitor code of conduct (both overt and subliminal) can be built into many of the strategies and actions suggested in this plan.

The economic effects of tourism/visitation will definitely be seen as a big plus by businesses in the corridor. Many businesses would not survive with only local residents as customers and patrons. Although jobs in some of these service-industry businesses may pay low wages, the business owners and managers tend to have higher incomes and they may even live in one of the nearby communities or neighborhoods. In addition, local businesses serve local residents with conveniently located commodities and services.

Finally, most if not all of the amenities established for visitors will be amenities and facilities for local residents as well. Trails, scenic overlooks, road improvements, boat launches, etc., will be enjoyed by both local residents and by visitors. Visitor tourism can essentially create added incentive and stimulus toward maintaining, developing and funding things that matter to everyone's quality of life.

Marketing Purpose

The strategy to market River Road stems from objectives to reveal its qualities and enable its enjoyment among the public. The marketing plan must dovetail with strategies and actions for other objectives such as the protection of natural, cultural and scenic resources. Corridor marketing should also mesh with other regional and state-wide tourism programs and promotions.

River Road possesses a number of special qualities and unique characteristics from which to build a marketing program:

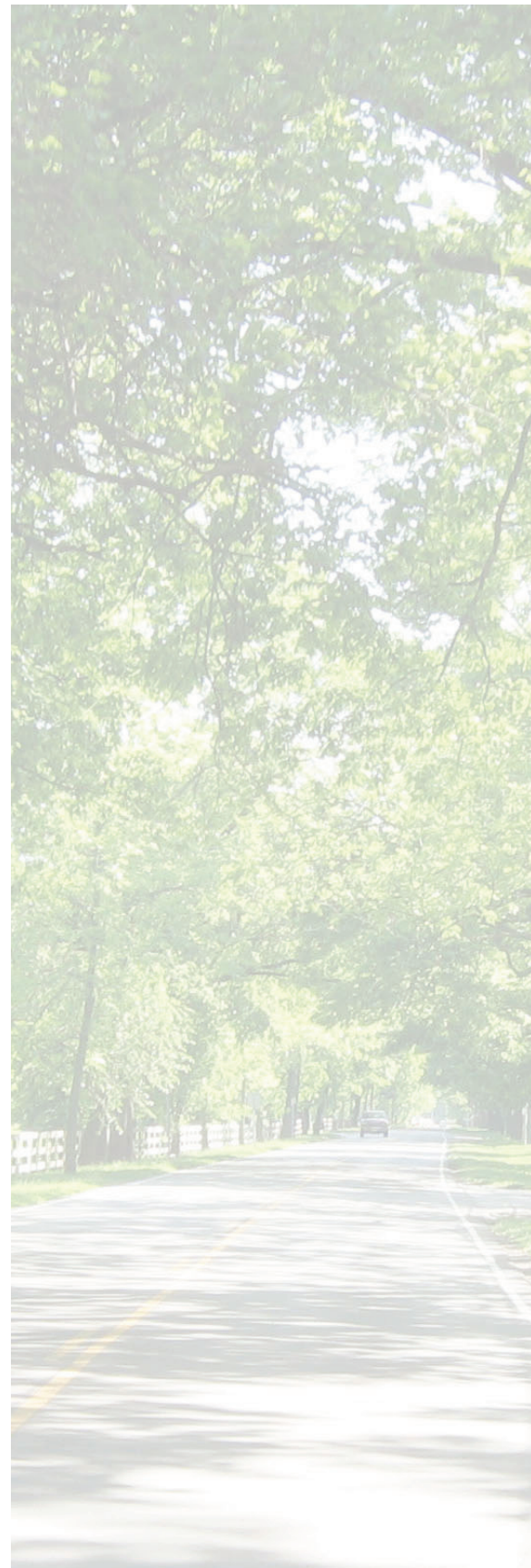
- A wide array of recreational activities and amenities including marinas, athletic fields, nature trails, restaurants, social clubs, and parks.
- Fascinating cultural landscapes consisting of historic estates, agricultural lands, early residential communities, unique geology, and native plant communities.
- A semi-rural scenic landscape of fields, creeks and woods virtually in the heart of the city, contiguous with other parks and recreational areas reaching all the way from downtown Louisville.

Recommendations for the enhancement and protection of intrinsic qualities in this management plan will bring new resources and amenities to the corridor, further heightening its marketing appeal.

Marketing Goals

Goals to guide the creation and implementation of a corridor marketing strategy might include:

1. Heighten visitors' awareness of the qualities, attributes, and activities offered throughout the corridor.
2. Manage tourist and visitor activity in a manner that does not diminish corridor's qualities or jeopardize local residents' privacy and quiet enjoyment.
3. Focus visitor activities at locations where there are facilities to accommodate this activity.
4. Merge marketing efforts for the corridor with the interests of local businesses and neighborhoods.
5. Coordinate with local and state agencies and organizations that are promoting



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and marketing the region.

Reaching the Target Market

Folks who frequent River Road’s attractions and amenities fall into three general categories:

- Local residents who live along and near the corridor.
- Local visitors who live in the greater Metro area and travel to River Road for recreation, social activities, dining and entertainment.
- Non-local visitors and tourists from outside the region who travel to River Road to experience its scenery, recreational opportunities, and its cultural/historic contexts.

Local residents typically see the corridor from a somewhat different perspective than visitors. Residents generally have a more intimate knowledge of the corridor, having had time to experience most of its features and attractions, and acquire a first-hand familiarity with the area. While their sense of making new discoveries has abated, local residents’ appreciation of their “turf” usually increases. Residents will therefore assume “ownership” or possessiveness of the locale and take on a greater degree of protectiveness than visitors.

Visitors, on the other hand, are less familiar with the corridor than residents. Consequently, it will be to the two visitor groups mentioned above that marketing efforts should be directed. Although these two visitor groups may overlap in some ways, they are distinguishable by enough characteristics to indicate that different types of communication and messages will need to be employed to reach them.

Locals who live in the Metro area currently comprise the bulk of visitors to River Road, and it’s likely that locals will continue to be the majority of visitors. Locals are already aware of some of the corridor’s attractions and many have formed strong impressions about what the corridor offers, framed largely by personal experience. Marketing the corridor to this group will require strategies oriented toward reminding locals about the corridor’s attractions and emphasizing that the place has some new things to offer. Locals appreciate quick and convenient access to the wide range of recreational and social activities in a semi-rural scenic setting right in the heart of the city. These characteristics are what attract cyclists despite the less than desirable cycling conditions along River Road.

First time visitors from outside the region will have learned about River Road through publications, friends, or other means; they come to discover and experience the corridor’s various qualities. Repeat visitors come back for the opportunity to discover more or to re-live an earlier rewarding experience. Visitors to River Road from outside the region are initially drawn by the Ohio River setting, and the scenic and historic aspects of the corridor. Facilities like restaurants, marinas, nature trails, and athletic fields are added amenities and definitely contribute to a quality experience for visitors from outside the region. Marketing targeted to visitors coming from outside the Metro region will require a different set of methods and messages than marketing oriented to local visitors from within the Metro area.

Marketing Strategies

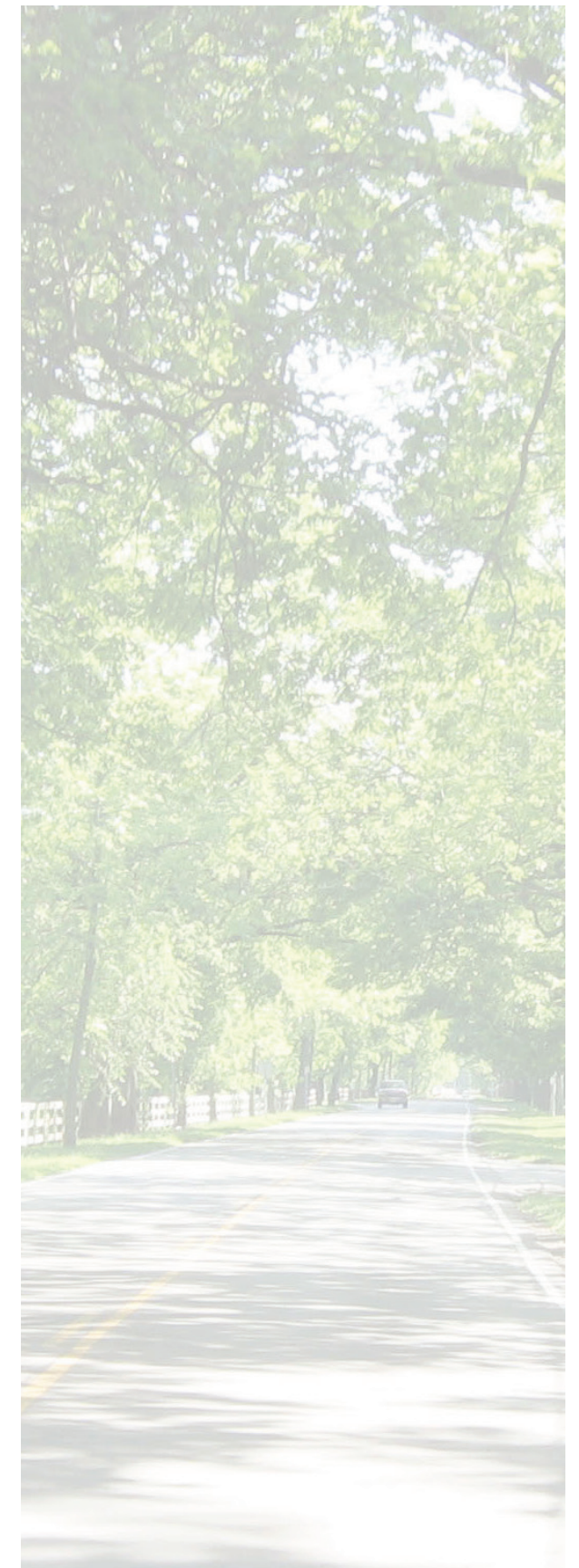
Promotion of the corridor will be an important aspect to how the corridor is managed, particularly as it relates to tourism and visitor use. As a major recreational attraction, River Road will continue to draw a considerable amount of visitation, but the corridor should never be portrayed as everything to everybody. Essentially, while the corridor may offer many pursuits and interests, people should not come expecting something that is not or cannot be accommodated. Clear communication about what the corridor offers will be essential to shaping visitor expectations and behavior and to ensuring that corridor qualities and features are identified and promoted in a way that minimizes adverse visitor effects.

Above all else, promotional efforts for River Road should be coordinated with the efforts of other local and state programs and organizations involved with promoting visitor activities and events. Some of the obvious organizations include the Kentucky Heritage Council, the Louisville Convention and Tourism Bureau, and the Kentucky Tourism, Arts and Heritage Cabinet. Less apparent promotional avenues should also be explored such as through Metro Parks’ website which could be updated to tie information about Cox, Thurman Hutchins and Hays Kennedy Parks to the larger River Road experience, especially if it includes a corridor trail. Even organizations like local bird clubs or biking associations who may sponsor events in the corridor, can be encouraged to promote the event (and corridor) through their outreach efforts.

Initial marketing and promotional efforts for the corridor might include:

- Developing a map brochure showing and describing features and attractions along River Road. This brochure would give a comprehensive overview of the corridor and could be made available at hotels, restaurants, Chamber of Commerce, visitor centers, etc.
- Conveying information about River Road through aforementioned state and local organizations’ brochures and websites.
- Forming a River Road Business Association (of local business owners) that would provide a focus on their enterprise through advertising, events, etc. within the context of the wonderful River Road setting.
- Developing a few effective, much needed projects like scenic pull-offs, signage, or corridor trail.

In conclusion, the marketing of River Road will require a multi-faceted and nuanced approach in order to simultaneously promote *and* protect its qualities. Carefully orchestrated marketing will build awareness and support among the larger community for the projects and amenities that both local residents and visitors enjoy.



Public Involvement

Because the River Road CMP is truly a community-driven initiative, it will require ongoing public support and participation to implement the plan's multiple management strategies and associated protection and enhancement projects. Although much of the funding for project implementation will come from agencies, and certain agencies are committed in principle to fulfilling the CMP, the continued attention and effort required for getting projects initiated and "on the ground" will only come about through a persistent and committed grassroots advocacy.

The formation of a River Road Scenic Byway Oversight Committee will be an important first step in generating the ongoing community involvement necessary for advancing the CMP. Composed of local community members and agency representatives, the Scenic Byway Oversight Committee would be the body charged with coordinating and expressing the interests of the local community and for championing the plan with other agencies and organizations.

The beginnings of a Scenic Byway Oversight Committee have been given momentum by the existence of the Citizen's Advisory Group (CAG) which was assembled for overseeing the creation of the management plan. It is important to see this group transition, with some modifications, into a full-fledged organization entrusted with the primary responsibility of implementing the plan. Steps in this transition would include the following:

- Designation of an acting Scenic Byway Oversight Committee chair and initial members at or before completion of this CMP
- Establishment of a Committee charter, organizational structure, and membership requirements and responsibilities
- Identification of a process for selecting, broadening, and rotating membership
- Initiation of community outreach and coordination

The primary purpose of the Scenic Byway Oversight Committee will be to guide or "steer" the execution of the plan. The Committee will be responsible for keeping the fires burning among the agencies, stakeholders, and organizations involved with development of the CMP and for igniting new interest and backing by the community and other agencies and organizations. Although coordination with agencies will be a major focus of the committee, its primary role will be to work with and engage the community, essentially acting as a "voice" for the public. Methods and strategies for building and maintaining public support will be formulated as events and circumstances warrant, and might include:

- Neighborhood/City meetings and news letters
- Area Business Associations
- Existing and new corridor events (i.e., Water Tower's annual reggae festival)
- Op/Ed pieces through local news media

Building upon an analysis concept established in the assessment section of this plan,

continued public participation could be tied to the Landscape Units discussed earlier. Because many of the corridor's characteristics, issues, and management actions differ from one unit to the next, it may be useful to structure aspects of the community involvement process around the Landscape Unit framework. Each unit could perhaps have a designated representative or "Unit Captain" who sits on the Scenic Byway Oversight Committee, conveying the ideas and opinions of his or her constituents as well as generating support and interest among these constituents for various corridor projects, initiatives, and events. Of course the efforts and commitment of the Unit Captain would be somewhat split whereby they are supporting the betterment of the entire corridor while at the same time acting as a spokesperson for a particular Landscape Unit.

Public involvement is inclusive of individuals, residents, neighborhood associations, conservation organizations, business owners, schools, and basically anyone or any group who enjoys and appreciates the special qualities and places of the River Road corridor. This plan provides a broad agenda of things that can be done to benefit and protect the corridor qualities and features that the public values. Anyone reading this plan can become an advocate for a project or can lend support to a project initiative already underway. The first step in making a project happen is for an individual or group to get behind the process of promoting and executing the project. The Scenic Byway Oversight Committee will provide some of this leadership, and agencies can provide critical support, but it will require the energy and participation of a broad coalition of individuals and groups to sustain the management objectives and execute the byway projects.

For those interested in taking on or getting behind a project, the steps in project development generally consist of the following:

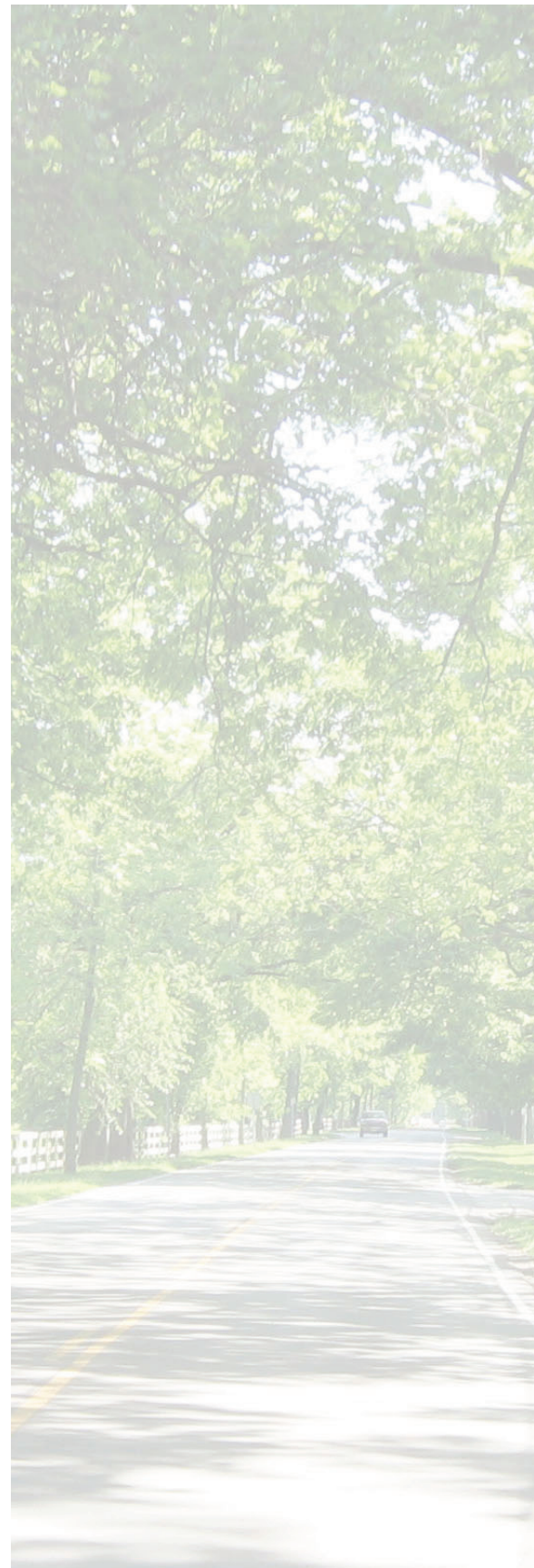
A. Define the Project

The project descriptions outlined in previous sections are only a starting point in the development of any one project or combination of projects. More deliberation will be needed about the project purpose, benefits and outcomes. Items that will likely require further articulation include:

- A clear set of project goals and objectives
- The project's importance and status relative to other projects and the corridor's overall enhancement
- A description of project components: water access, trails, parking, interpretation, restored areas and features, etc.
- The property's ownership and legal jurisdiction
- The project's long-term management and maintenance obligations

B. Identify the Project Partners

The project descriptions in the preceding sections identify potential project partners, but again this aspect of project development requires some additional consideration. Partners must be viewed in light of the various roles and resources they might bring to a project including:



Implementation

- An ability to fund all or a portion of the project
- Ownership or jurisdiction of the project site area
- Knowledge, information, or “intellectual capital” they can contribute to a project
- Capability to provide certain services such as design, permitting, cost estimating, engineering, grant writing, site maintenance, etc.
- Shared interest or gain in the project
- Ability to generate additional support among other agencies and groups

C. Build Public Support

The importance of public support cannot be over-emphasized in the project development process. Agency partners and certain organizations, like land trusts, are encouraged by a community’s strong interest and commitment to a project. To add to the suggestions offered earlier in this section, public support can be generated and shown by:

- Publicity and information about the project, disseminated through public meetings, newspaper articles, and other forums
- Open support from neighborhood associations, business owners, and other stakeholder groups like bike clubs, conservation organizations, and schools
- Commitments to provide volunteer services and products for the project
- Positive reaction and statements from neighbors and abutting property owners

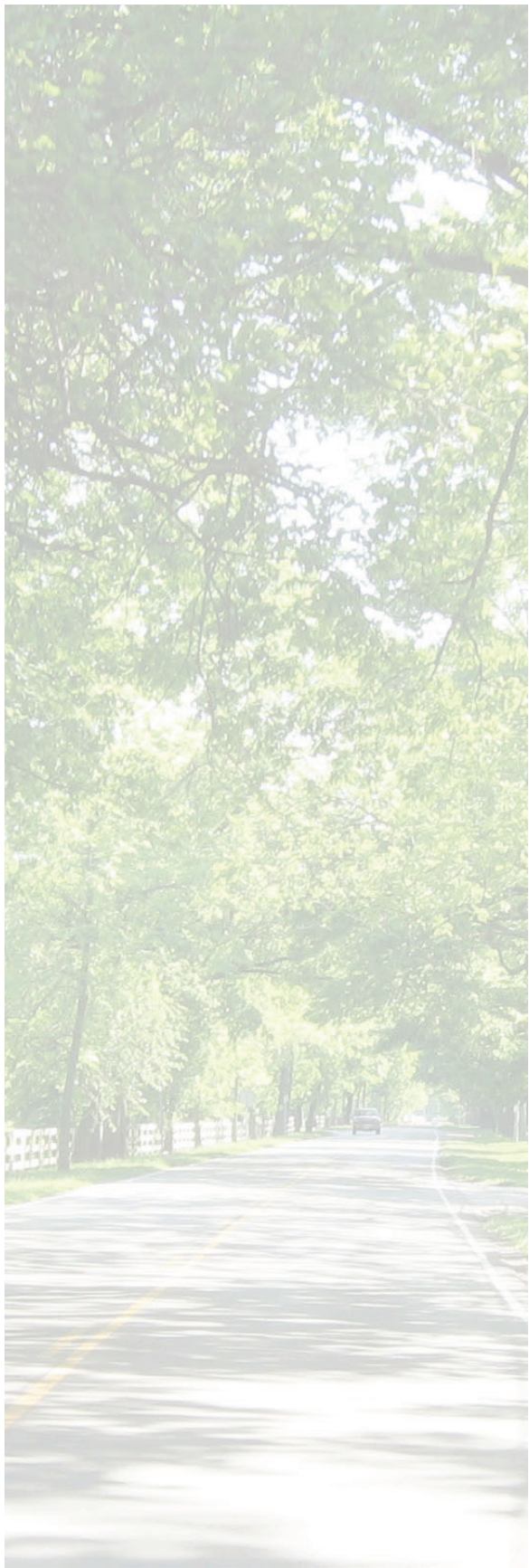
D. Assemble Project Funding

Most project funding will come in the way of grants that are made available by public agencies. Many grant sources will require other project partners to provide a portion of the funding, or what is generally referred to as a “funding match” which is a certain percentage of the total project cost. This match can be through outright cash contributions or sometimes through donated services, materials, volunteer labor, or other in-kind products and services that carry a monetary value. Issues to consider in pursuing grant funding include:

- A thorough understanding of the grant criteria and funding requirements
- An ability to assemble the grant application; the services of an experienced grant writer are extremely valuable here
- Clear identification of the funding match, with firm commitments by those entities contributing to the match



Implementation



Appendix





Existing Resources

Study	Source		
1. 1996 Ohio River Corridor Master Plan	Planning and Design Services	14. ORCMP White Papers	River Fields
2. A Photographic Tour of The Country Estates of River Road Historic District	River Fields	Env. Resources Analysis	
3. Alysteine Adams –Georgetown College African/American Study – James Taylor Subdivision	River Fields	Open Space and Rec. Analysis	
4. Complete Streets Design Manual	Planning and Design Services	Visual Landscape Analysis	
5. Cornerstone 2020 Multi-Objective Stream Corridor/Greenway Plan	Planning and Design Services	Economic Dev. Technical memo	
6. Cornerstone 2020 Parks and Open Space Master Plan	Metro Parks	Mobility Technical Memo	
7. Cultural Landscape Foundation – Celebration of Country Estates Papers	River Fields	Demographics/Housing	
8. Eligible or Listed Resources (River Fields notebook)	River Fields	15. URS Design for River Road Widening Project	Metro Public Works
9. The Historic African American Community of Greater Harrods Creek	River Fields	16. River Road Country Estates Historic Preservation Plan	Planning and Design Services
10. Louisville/Indiana Ohio River Bridges Aesthetic Design Guidelines Section 4	Planning and Design Services	17. River Fields response to EIS	River Fields
11. Louisville/Indiana Ohio River Bridges Project Environmental Impact Statement	Planning and Design Services	18. Tree canopy document	River Fields
12. Mockingbird Valley Neighborhood Plan	Planning and Design Services	19. Wolf Pen Branch Neighborhood Study	Planning and Design Services
13. Ohio River Master Plan	Planning and Design Services		

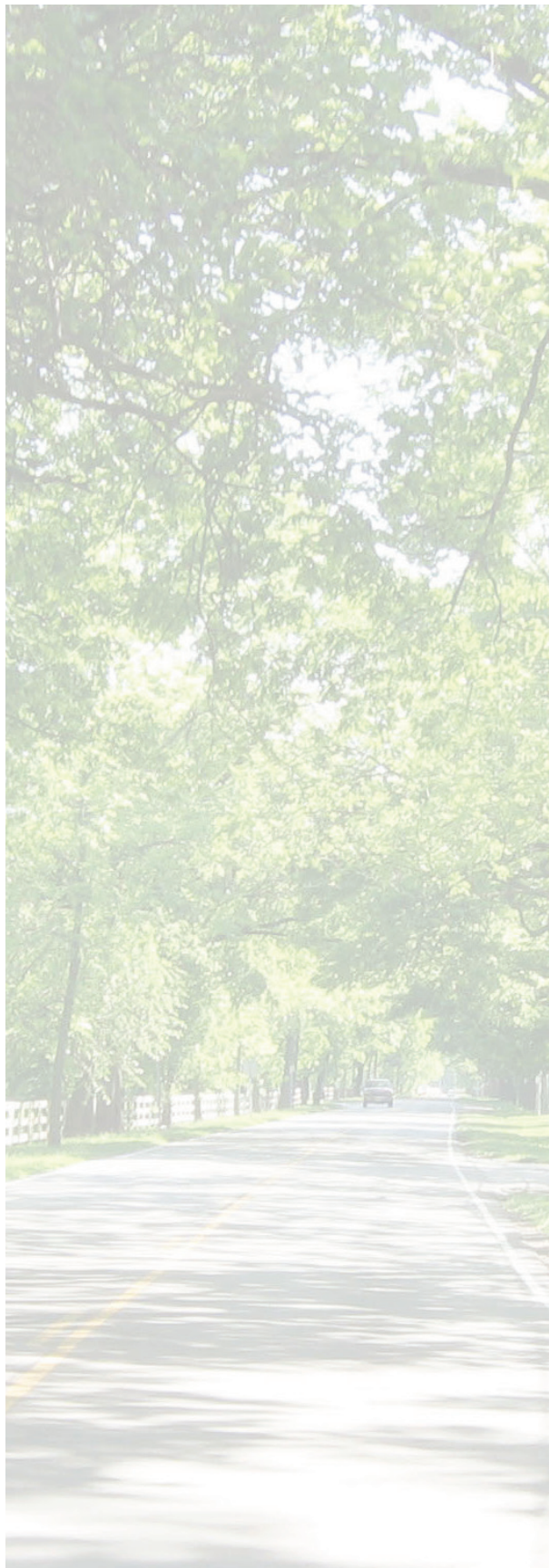
Byway User Survey

River Road Scenic Byway Corridor Management Plan Public Survey

1. How important are the following River Road qualities? (Rate Each One)						
	4=Very Important	3=Important	2=Somewhat Important	1=Not Important	Rating Average	Response Count
Rural Character (2 lanes, lack of dense development)	59.4% (446)	23.6% (177)	10.5% (79)	6.5% (49)	3.36	751
Opportunities for active and passive recreation	61.7% (466)	23.3% (176)	11.4% (86)	3.6% (27)	3.43	755
Natural features and settings (water bodies, vegetation, wildlife)	73.0% (549)	19.4% (146)	6.5% (49)	1.1% (8)	3.64	752
Scenis views/vistas	73.2% (552)	20.3% (153)	5.0% (38)	1.5% (11)	3.65	754
Historical references/places (historic sites, features, structures)	41.2% (307)	32.8% (245)	20.0% (149)	6.0% (45)	3.09	746
Archaeological features (awareness of ruins, artifacts, structural remains)	36.8% (277)	29.5% (222)	24.6% (185)	9.0% (68)	2.94	752
Cultural places/activities- social, civic, religious, etc. (e.g. Steamboat Race parties, Peace Memorial)	26.3% (197)	29.8% (223)	31.9% (239)	12.0% (90)	2.70	749
	answered question					758
	skipped question					16

2. How much enjoyment do you get from views of the following River Road Corridor features? (Rate Each One)						
	High	Medium	Low	None	Rating Average	Response Count
The Ohio River	87.8% (665)	9.6% (73)	1.8% (14)	0.7% (5)	3.85	757
Creeks (Goose Creek and Harrod's Creek) and ponds	48.3% (362)	35.9% (269)	12.6% (94)	3.2% (24)	3.29	749
Open fields and pastures	57.5% (430)	31.8% (238)	8.4% (63)	2.3% (17)	3.45	748
Human activity (people sailing, walking, sitting at a cafe)	35.1% (265)	38.3% (289)	19.6% (148)	6.9% (52)	3.02	754
Architecture (homes and businesses)	17.7% (133)	39.1% (294)	32.8% (247)	10.4% (78)	2.64	752
Trees and vegetation and other natural features (like the wooded bluffs)	70.7% (532)	23.9% (180)	4.3% (32)	1.1% (8)	3.64	752
	answered question					758
	skipped question					16

3. Do you think the scenery along River Road could be improved in places?			
		Response Percent	Response Count
Yes	<div></div>	66.7%	469
No	<div></div>	33.3%	234
If yes, where?			367
		answered question	703
		skipped question	71



Question # 3

Do you think the scenery along River Road could be improved in places?

- 1 lose those dumpy greasy spoons near the HC bridge
- 2 near terminus in Prospect; at Zorn Avenue
- 3 By industrial area near Zorn
- 4

In places where the river has been hidden by underbrush rather than being seen by riders/drivers. Also, the canopy of tree limbs could be raised to see additional views of the river.

- 5 Overgrowth on the water side, weeds and garbage. No shoulder on which to walk or bike safely.
- 6 Vistas could be opened up - too much growing on river side of road. Did not used to be like that. Need to cut out views.
- 7 The shore line opposite Glenview, in particular, is so overgrown that the river can't be seen. It must also be a place for insects, bugs, and wildlife to develop. Needs clearing and maintaining.
- 8 Get rid of the "boat-for-sale", "now-hiring" and all the other junky signs. Require approved signs like they do along parkways in other cities or in Hilton Head.
- 9 cox's park
- 10 There are numerous places where the roadway is overgrown with vines. Clearing them and restoring the tree canopy would be a good start.
- 11 Between Zorn and Tumbleweed
- 12 The weeds should be trimmed more often to provide a better view.
- 13 Between Zorn Ave and Downtown
- 14 There is too much signage.
- 15 Tidy up weeds etc.
- 16 close to Zorn, some buffers from the gas station and cleaners.
- 17 Harrods Creek business area, Prospect business area
- 18 Between Tumbleweed and the railroad tracks by Evelyn
- 19 Remove cars from River Road entirely, and the scenic value would improve greatly!
- 20 near Harrod's creek there are some trash/junk lots
- 21 Near where Beargrass creek crosses river road could use some improvements.
- 22 Between Zorn Avenue and Wolf Pen Branch Road. Regaining access to the Beargrass Creek Path that empties near the water treatment plant in Butchertown.
- 23 The area around the expressway over pass
- 24 All the big businesses between Zorn and the start of the 4 lane.
- 25 There are areas that used to give clear views of the Ohio River, but have been allowed to go feral. For example: Upstream of the intersection of Woodside and River Road. That has so much wild growth that what used to be a nice view, now only volunteer trees and other growth is seen.
- 26 Trimming vegetation on river side of road for better viewing.
- 27 Would be good to camouflage the Industrial areas e.g. Nugent Sand.
- 28 Where it looks junkie
- 29 Zorn Ave. intersection. Maintain a clear cut shoulder to allow sight-distance for driving/running along roadway.
- 30 Where the speed is 45 mph. A 35 mph would allow people to enjoy the beautiful without someone behind rushing them
- 31 See all those places with trees? Don't cut them down.
- 32 Remove the industrial businesses i.e. Nugent Sand, River Metals. No more businesses!
- 33 Clean up brush vs Turners
- 34 trees, buffers, vistas where needed
- 35 Please accelerate the schedule to finish the park near the pedestrian bridge. Also--land that was targeted by developers is now just sitting. Please have developer plant buffer by road because right now this stretch is very ugly.
- 36 Areas where the overgrowth of saplings, weeds and shrubs have now obscured the scenic views of the river.
- 37 By the condominiums and Harrods Creek also the area around the restaurants.

38 The area along the riverbank in Glenview is overgrown with weeds and scrub trees to such an extent that you can't see the river.

39

Between boat club and Lime Kiln, clear much of the scrub vegetation between roadway and river. Encourage low-growing plants for soil retention, but allowing river views.

40 Clean all the scrap vegetation east Indian hills Trail(appr) som views of nthe river are enhanced.

41 Clear overgrown vegetation so river can be seen.

42 some river views blocked by growth around Blankenbaker

43 Its actually hard to notice the scenery because people drive at high speeds on the road

44 Zorn Avenue area

45 Create vistas of the river where opportunities exist.

46 The old county club the city now owns.

47 lower River Road, parts of it around Harrods Creek

48 Near Zone Avenue and Mockingbird Valley Road

49 Harrod's Creek development appearance

50

In my opinon, the most dramatic view of the river for the casual motorist is located at the terminus of Indian Hills Trail, stretching east along the front of the wildlife preserve, formerly Caperton Swamp. For decades this was maintained by roadway crews and strong herbicides. I suspect the funds are not there today and, naturally, harmful herbicides are rightly frowned upon. Today, the grasses and bushes average between 3' - 4' above the guard rail blocking what was once one of the most views of the river available to the public 365 days a year. I can remember driving visiting guests to this area just to see their reaction to this jewel of a vista. The impact was felt regardless of whether the motorist was traveling east or west. I would like to suggest that careful management of this vegetation be undertaken, either by an organization such as River Fields or a specialized division of the parks department. Trees should not be cut down that stabilize the river bank but their limbs can be lifted so that they do not interfere with the view.

51 Overgrown vegetation needs to be cleared between the road and the river to allow more panoramic views of the river.

52 Some properties along the road could be cleaned up, junk removed,dilapidated buildings torn down etc

53 east of soccer fields

54 move the Ohio river out of sight, that thing is nasty.

55 River Road needs to have many more scenic views and vistas in which to enjoy the beauty of the Ohio! It needs to be attended to at least once a year.

56 By the soccer fields

57 Better viewscape management of trees along riverbanks.

58 Coming into downtown from Zorn Avenue

59 Areas that are so overgrown that you can't see the river; especially the areas between Tumbleweed and Zorn Avenue

60 More room for bike. Like a rasised bike path so road glass and other things don't end up in the bike lane.

61 from zorn ave in to downtown

62 By adding a pedestrian/cyclist sidewalk.

63 Cox's park need more native species vegetation

64 corner of zorn and river road - removal of old dry cleaners and chevron station.

65 Observation areas

66 River Road is used by bicyclists to cycle around the Louisville area. However, it is very dangerous on the parts of the road that are narrow two lane roadway. A bicycle lane or widening the lanes that are present would help. Cars do not slow down or crowd bicyclists all the time. There have been incidents of cyclists getting hit or very nearly getting seriously hurt while cycling along River Road.

67 less ugly condos, preserve the wildlife

68 Places where the river is obscured by vegetation, but leaving as many trees as possible

69 Sand and gravel pit, and partially developed, old marina

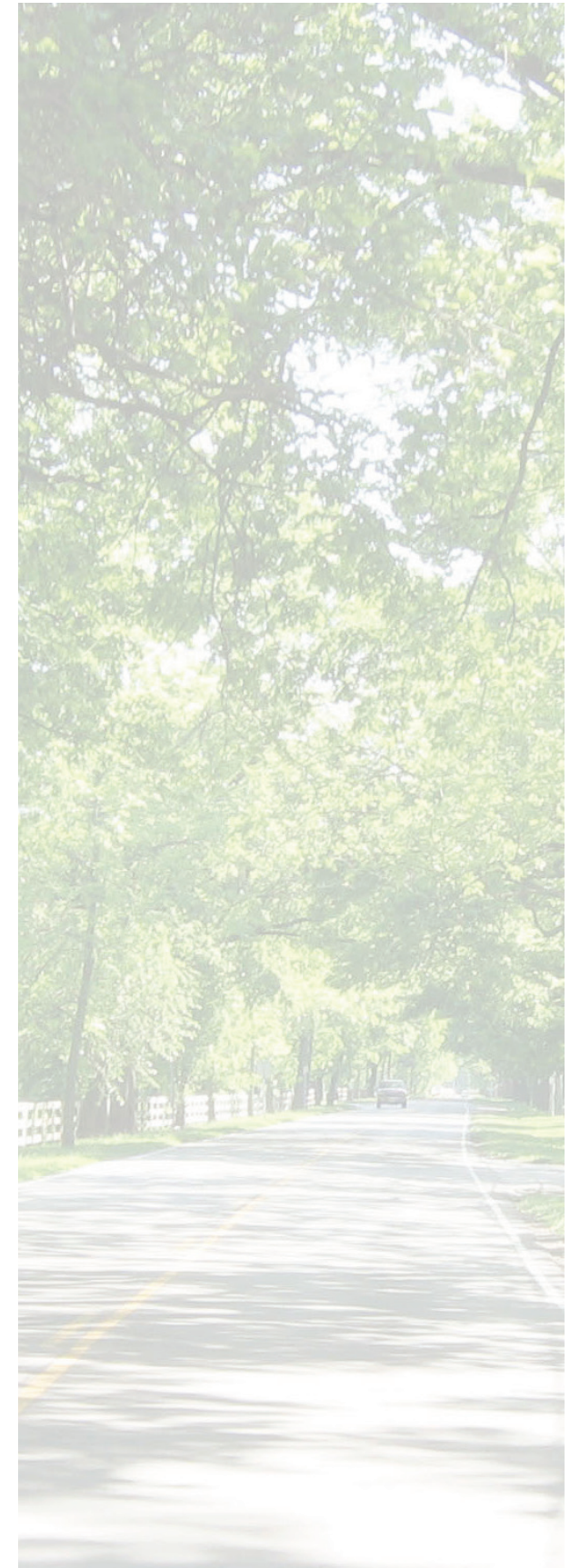
70 Better views of the River by removing or reducing vegetation between the road and the river. Add walking paths between the road and the river. Limit and reduce commercial and residential development between the road and the river.





- 71 for several miles the river is too close more significant development and its overgrown with weeds and scrap trees and shrubs. It would be great to clear it out so people can enjoy the view.
- 72 Clean the brush along the road to get a better view of the river.
- 73 LOUISVILLE BOAT HARBOR,,,let the people that loved and maintained NAUTICAL HERITAGE for DECADES back in ,,,, SHE WAS ONE OF THE MOST BEAUTIFUL NATURAL HARBORS ON THE OHIO ,,, IN THE FUTURE JUST A SHOWCASE FOR THE ULTRA RICH AND THEIR PLASTIC ,,I'VE GOT TOO MUCH MONEY YACHTS !!!!
- 74 As with everywhere, people bring development. However, Cunninghams and surrounding area COULD be a little prettier.....
- 75 Some of the vegetation could be cut back to expose views up- and down-river. There used to be a section (near Blankenbaker I think, a straight section with a guardrail) that offered a great view of Downtown.
- 76 close to town, in area between downtown and Zorn
- 77 There is always room for improvement
- 78 Before and after tumbleweed and just east of Zorn.
- 79 Cox park to Blankenbaker
- 80 cut weeds etc. at stretch along river between Glenview and houses due west.
- 81 Some of the houses on the river side of the road at the Prospect end and near the yacht clubs.
- 82 In general by trimming overgrowth / undesirable trees and vegetation that obscures river views
- 83 Just past Eva Bandman Park going eastbound
- 84 Section at Knights of Columbus does not match character of rest of River Road. Gas station at Zorn and River is not a very welcoming gateway to this corridor
- 85 Where ever there is available space. Having a scenic views are great, but lets put it to better use.
- 86 areas where the river is in view
- 87 Mainly cleaning up the riverside.. Either with landscaping or natural habitat.
- 88 Some of the commercial and residential development detracts from the scenic nature of the road.
- 89 Between the RR tracks and Cox Park.
- 90 Eliminating the commercial and industrial uses along the river and returning it to its original condition before humans plundered it.
- 91 Particularly near the old Big Ten Bridge.
- 92 upper river road area
- 93 Industrial area between Zorn and Downtown
- 94 entrance to Juniper Beach (the entrance with columns)
- 95 closer to downtown area
- 96 More trees between Frankfort and downtown.
- 97 Haven't ridden it lately - afraid of getting hit by car.
- 98 Most areas could benefit from more attention to landscaping, but everywhere could benefit from litter pick up. To my mind, litter is the ugliest thing about Louisville, and it is everywhere.
- 99 I cycle up and down all of River road a couple times a week. There is continually trash along the road and off into the vegetation. The one lane bridge is an eye-sore that should be redone so as to retain the character of the original bridge but allow for safe travel of two lanes of traffic, cyclist and pedestrians.
- 100 I like the fact that it is fairly untouched and what is in existence has been there for a long time
- 101 don't over develop it or change the roads/bridges to be wider
- 102 In those places where river views are possible the brush should be cut low and maintained that way.
- 103 Unfinished construction near the four peaks bridge.
- 104 between Zorn and downtown -- there are races through there and it's not very pretty.
- 105 From 9th street all the way to Cox's park could stand for more greenery and less asphalt and concrete. Especially planting taller trees, etc along waterfront park along River Road.
- 106 around Harrod's creek
- 107 Heart of downtown area, lots of trash on the side of the roads.
- 108 Industrial area west of Zorn Avenue

- 109 Juniper Beach/Goose Creek area
- 110 areas along route have been allowed to grow up and block view of skyline when heading west. parks could also have white split rail fences added along street side to enhance semi rural/KY feeling.
- 111 East of Juniper Beach: remove trees to open views of river
- 112 There are places along river road where the brush could be trimmed back so we could view the river.
- 113 North of downtown, need to remove I-64. See 8664.com.
- 114 get rid of the sand quarries and recycling depot between Zorn and downtown. They're and the trucks servicing them are contributing to the bad air quality in the center of Louisville.
- 115 around the Tumbleweed area and again closer toward the Water Tower.
- 116 from zorn soth to nugent sand,
- 117 The stretch of River Road between I-65 and Zorn does leave much to be desired, and I look forward to some of that area being developed into parks. Also, Cox Park is very pleasant but does not feel safe after dusk.
- 118 Provide river view access throughout the route, trim back the bushiness of the vegetation.
- 119 Gravel pits, big trucks coming out near downtown.
- 120 Harrod Creek, Goose Creek, near Nugent Sand and Eva Bantum Park, Beargrass Creek area
- 121 some of the homes could look better- better up keep
- 122 Where wide expanses of pavement (parking lots, etc.) abut River Road - these should be mitigated with planting, or reduced/removed from near proximity to the road. Signage should be minimized.
- 123 Industrialized areas should be converted to park or residential
- 124 The gravel/sand businesses are pretty unsightly.
- 125 the wooded swamp area between Glenview Road and Harrods Creek Fire Dept is often overgrown and compromises site lines for bikes & motorists. also, the marina areas tend to be pretty trashy and should be cleaned up - at least visually.
- 126 Everywhere there's still industrial activity, or properties that are in decrepit condition.
- 127 neugent sand company needs to be relocated downstream
- 128 Industrial section on river side, toward downtown, closer in than Zorn Avenue.
- 129 Places where overgrown vegetation obscures the view of the river. Completion of the pedestrian bridge and landscaping of the surrounding area.
- 130 minimize industrial and commercial uses that do not depend on the river
- 131 The closer one travels toward downtown the worse the view gets.
- 132 In areas where the view of the river is blocked by high weeds and scrubby trees. This seems like such a waste.
- 133 by indian hills turn off
- 134 streth between Zorn and Eva Bandman park is not only unattractive but dangerous
- 135 lower river road at four lane change
- 136 between frankfort avenue and zorn.
- 137 cutting back overgrwth along the river.
- 138 Trees obstruct views of the river all along the road.
- 139 the total length of river road
- 140 Near Juniper Beach
- 141 From Waterfront Park to The Water Company
- 142 Trim the scrub vegetation so that the rive can be seen.
- 143 River bank overgrowth
- 144 close to downtown--but progress is being made.
- 145 west of ZORN
- 146 Currently completing the waterfront park would take care of it for me.
- 147 The Industrial Belt from Nugent to Zorn can be obscured more effectively with a thicker tree & shrub zone.

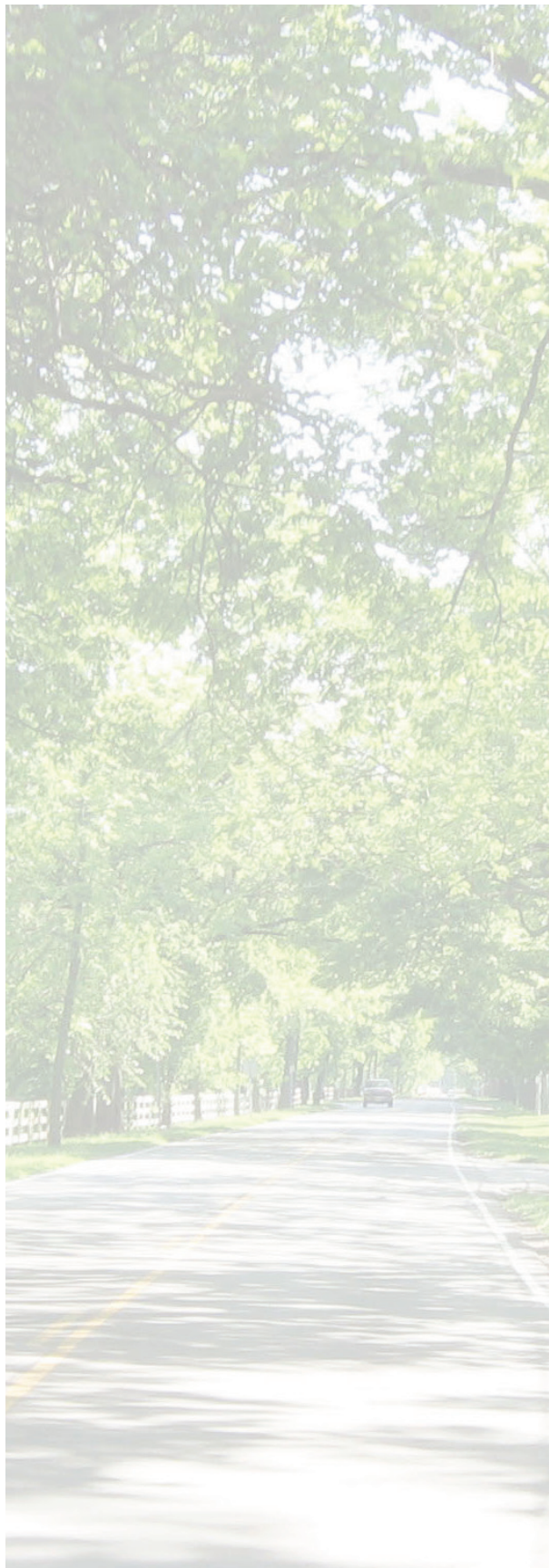




- 148 the bridge at the marina that came down in the wind storm & from creekside to blankenbaker, cut down some of the vegetation to get a better view of the Ohio. Last but not least OPEN THE BRIDGE!!!
- 149 In the places where there is industrial development, this could be hidden with suitable landscaping.
- 150 North of Butchertown and heading east; western extension from seventh could also be a huge improvement, providing more exposure to the river's edge and the Falls.
- 151 general cleanup and removal of dead or damaged trees along the entire corridor
- 152 fend off development, deny rezoning
- 153 Wolf pen @ River rd closer to hwy 42
- 154 River views could be opened at various places where River Road is closest to the river.
- 155 better maintainance
- 156 everywhere you are close enough to see the river but can't because of brush. create some pull offs to sit/walk and enjoy the river views.
- 157 Restrict the blocking of view by buildings.
- 158 buy out the junkier homes near blankenbaker
- 159 cut the trees in the area open to view the river, like across from Glenview like it use to be. Erosion may be the issue as to why it is again overgrown, but we need more view of the beautiful Ohio. Make them clean up the new dock fence area built north of Cox park!
- 160 In some areas, overgrown, unregulated roadside trees and brush obstruct vistas of anything except the road.
- 161 Removing excess vines and vegetation for better views of the river
- 162 around the soccer parks; offices on right could be screened out of view; sand company moved behind screening as well
- 163 Move the sand company and metal recycle businesses.
- 164 the one stretch close to the river where weeds and bushes hide the river...
- 165 Not sure, just seems like more attention could be drawn to the river itself.
- 166 Area around the industrial complex around Edith needs to be cleaned up - they should be there, but should be responsible for cleaning up sand etc.
- 167 Edith towards downtown
- 168 Some of the residences (buildings and lawns) are neglected. Not a public responsibility, but, definitely affects the community.
- 169 Turners, Any of the housing areas
- 170 In the area near downtown where the quarry is. I'd love to see the railroad track crossing gone.
- 171 Side roads entering and exiting River Road from Frankfort Ave to Zorn Ave. Sign restrictions for any new industry.
- 172 Clearing of undergrowth
- 173 the high rise near Captain's Quarters. I know that won't come down but please, no more
- 174 Many spots along the road where vegetation could be cut back to allow more river view.
- 175 River Road Country Club property could be a sculpture garden
- 176 Weed control, just above the River Valley club.
- 177 On the old River Road Country Club. There is a unique opportunity to turn this property into a unique park space or recreational facility that will significantly enhance the character of River Road. Bike paths from Prospect to downtown are extremely important in order to allow this beautiful corridor to be used as a scenic venue for bikers, runners, etc., while at the same time remaining an important commuter path.
- 178 Between Beargrass Creek and Zorn Avenue the businesses that manage sand, rock, and other types of "piles" ought to be relocated. The signage at other businesses, should be improved and should all be uniform up and down River Road. Think about signage at UofL or at the Medical Center. There should be a common theme.
- 179 Near the boat club...that mosque is falling down. Cox's park could use bigger trees is the boat trailer parking lot.
- 180 trim the foliage along river road between glenview avenue and blankenbanker lane for better river views.
- 181 keeping brush cut on river side of the road to allow vistas up and down river at the turns of the river
- 182 There are a few stretches of poorly maintained or neglected structures and a few stretches where views are obstructed by overgrown vegetation and large buildings.
- 183 Commercial areas near Zorn
- 184 leave the bridge 2 lane

- 185 Rebuild the 1-lane bridge. Keep bicycle riders off the road and on paths!! Find another access route for quarry trucks & scrap trucks. ENFORCE D.O.T. REGS. FOR EACH TYPE OF TRUCK!
NO OPEN LOADS, NO PARTS FALLING OUT OF SCRAP TRUCKS.
- 186 The buildings could have better landscaping to enhance the views and better hide and/or accentuate the buildings.
- 187 area around Cunningham's and Chick Inn is becoming too commercial looking
- 188 Removal of invasive plants and re-establishment of forested areas. Homes and development between road and river should be phased out and eventually removed.
- 189 Along the river - remove/cut the grown up weeds and small trees.
- 190 The remaining industrial areas from the Nugent Sand Co. to the Water Tower. The industrial office park that has been built in the last 10-15 years is a mistake!!
- 191 Buzz Parsons
- 192 Metro parks needs a facelift, as do some of the buildings between river road and the river, especially in some of the narrow places.
- 193 I don't know of specific locations, but more views of the river are probably possible with some study and work.
- 194 Foot of Blankenbaker and eastward
- 195
There are places where scrub bushes/trees block the view of the river from the road. These should be removed. Perhaps other vegetation or erosion control devices could be used.
- 196 Vegetation to screen the white/red condominium would be great.
- 197 Near River Road Country Club/Nugent Sand
- 198
The commercial area near Wolf Pen gets a little funky, but is it really a problem? No-not in the overall scheme of things. The River Road corridor is extremely charming and has remained so all my life simply because, basically, it has been left alone. I am concerned that if renovation projects are undertaken the charm of this thoroughfare will be destroyed, it will become crowded, and, thus, a route to be avoided. The only modification I would like to see is that either bicycle riders use another route. River Road is too narrow for bikers to be on it.
- 199 Some of the older commercial areas could be "spruced up".
- 200 Heading North from Captain's Quarters entrance to area before one lane bridge (which should remain one lane). The parking and businesses stand out and are not attractive. Need to improve green space in these locations.
- 201 Sand company, beargrass creek outlet, delayed Poe project, River Road Country club development
- 202 On Indiana side of the River
- 203 I am not sure what you mean by improved. But if you mean heavy construction anwasting money on building stone curbs and sidewalks, then no. The draw for me is that it is rustic and natural. Building parking lots will do nothing for River Road. There are a multitude of park and recreational facilities on River road already.
- 204 Along the Zorn avenue intersection, where the old golf course used to be.
- 205 between beargrass cr and zorn ave
- 206 Some areas could use to be cleaned up, with better landscaping and less junk sitting in people's yards along some stretches. (Near Limestone Bay and across the street from the firehouse, for instance).
- 207 Do something with vacant property and property on the north side near Lime Kiln Lane and the Harrods Creek Fire House.
- 208 Between River Valley Club and Glenview entrance.
- 209 The vegetation on the river side needs to be trimmed in many places because it is obscuring the view of the river. The view has worsened in recent years due to the increased height of the vegetation.
- 210 From downtown to Zorn
- 211 keep river bank cleaner, do a better job shielding some of the industrial sites, similar to the industrial parks towards zorn.
- 212 Buy buildings as they become available and tear them down. Do not allow private future development.
- 213 Where it seems so industrialized.
- 214 entrance to captains quarters
- 215 Area right after Captain's Quarters (going into the city) - old houses, rough road, not much going on.
- 216 better views of river in places. Remove those old docks.
- 217 trim bushes along river banks so water can been seen from the road, particularly between lime kiln and blankenbaker
- 218 if not already, a bike lane
- 219 BUILD THE GOD-DAMNED HARROD'S CREEK BRIDGE TWO LANES AND LET PEOPLE GO HOME TO PROSPECT AT NIGHT!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!





- 220 BY Nugent Sand Co., Eva Bandman Park
- 221 Lower River road, toward city past intersection with gas station.
- 222 Kingfish and the old golf course could be improved
- 223 entire length
- 224 Anywhere trash has collected and where older properties have not bee adequately maintained.
- 225 Lime Kiln to Wolf Pen. The businesses look horrible. To start get rid of the blue dolphins.
- 226 more views of the Ohio River.
- 227 Between Zorn Ave. and Nugent Sand Co.
- 228 shopping areas/intersections - reduce signage/clutter
- 229 Remove "trash" and run-down properties.
- 230 1. Where marina was removed and condos were to go in. 2. Industrial area across from Edith. 3. River Front Park - hills and trees block view of river.
- 231
Actually, I do not have a suggestion, just a BRAVO for all of the work completed and the projected work. We need to make the areas family friendly as well as clean and eye appealing. River Road Country Club should be renovated and used for the city of Louisville, at the very least a rental spot for special occasions to create revenue for the city. It is such a waste to see such a lovely building and grounds sit empty. The pool could be renovated and re-opened to the public for a minimum fee of admission.
- 232 Between Tumbleweed and Zorn Ave.
- 233 between Tumbeweed and Zorn Avenue, on the north side of the street.
- 234 There is always room for improvement
- 235 Much of it really doesn't seem all that scenic.
- 236 overgrown boat ramps
- 237 below Zorn avenue - golf course area needs improvement and needs specific activity opportunities -
- 238 Industrial areas between Zorn and downtown.
- 239 Between Zorn and Tumbleweed.
- 240 Near Zorn just clean up where the old Country club used to be. linstead of letting it die, turn it into a public place for weddings, meetings, reunions. etc.
- 241 cut down the trees close to the road and widen the road to three lanes
- 242
Around the intersection of Lime Kiln and River Road. Some of the homes in that area are in need of repair. There is a dilapidated gate and occasionally a car with a "For Sale" sign nearby.
- 243 Eva Bandman park, Harrods Creek, Goose Creek
- 244 Kof C, various eating places
- 245 Just making sure views are available. Largest concern for appreciating scenery is safety. There needs to be a bike path alongside river road to increase the safety for the many bicyclists and drivers.
- 246 There are a number of areas where clipping of underbrush could open up great views of the Ohio.
- 247 Thinning trees on the river side of the road to make the river more visible from the road.
- 248 Along the industrial/business section of River Rd.
- 249 In some places basic pruning/thinning of vegetation would enhance river views.
- 250 More trees! Never too many trees
- 251 The nasty little area between Captain's Quarters and Harrod's Creek. Urban blight on both sides of the road.
- 252 Some of the run down bridges and homes could be improved.
- 253 Between Zorn and Lime Kiln there is a section where the river is obscured by trees and vegetation. This may also be one of the road's closest approaches to the river.
- 254 the overgrown areas between the parks & the river
- 255 It was nice to have the vegetation cut back on the river bank south/west of Glenview Avenue.
- 256 the harrods creek bridge should stay one lane at all costs.
- 257 Industrial area next to Eva Bandman Park
- 258 near the city where the dumps and industrial areas are.

259 The golf course that is closed.

260 views of the river

261 where development has occurred. also where former river camps and docks were located and abandoned. Along where Goose enters into the river.

262 Between Limestone Yacht Club & Captain's Quarters

263 Maintaining the bridge that is under debate to one lane. Indiana side needs to maintain the natural setting more

264 The area west of Forth Street is still suffering from the years that Louisville turned it back to the river, as well as the intrusion of I-64. Reopening the river bank would strengthen the Portland neighborhood and allow many others the opportunity to enjoy the river and learn more about Louisville's history.

265 More River Views in general...clear some barriers which are mainly small trees/brush.

266 clean up those industrial areas. get rid of that dump by Frankfort Ave. build the east end bridge and make Indiana look better.

267 There are some places where the brush is unkempt.

268 near the river. I would like to see the river better through the vegetation

269 widen to at least 3 lanes (turn lane in middle)

270 Under I-64. I-64 is an obstruction to the view of the city skyline.

271 The corner of River Rd and Wolf Pen Branch, the old River Road building should come down.

272

Sorry, I realize this is not the section in question, but it's the only one that comes to mind. North side of River Road between the Eastern most part of Waterfront Park and Zorn Ave.

273 Knights of Columbus

274 Cut back some of the vegetative growth on the river side of the road to improve the view of the river.

275 bike path

276 spots where weeds have overtaken the potential view of the river

277 open vistas to the river, reduce sign clutter

278 At the northeastern end (Prospect) it would be great if we could see a majestic bridge across the Ohio River joining the Kentucky and Indiana communities

279 Bikes lanes.

280 area between Zorn and Cox park

281 Cox's park

282 Areas where commercial and residential development has taken place.

283 Overgrown weeds and trees block view of river

284 Need to make the road safer for motorists and bicycles.

285 Prospect, Harrods Creek and Zorn

286 Marinas

287 Clearance of flotsam and jetsam

288 By the boat docks before Zorn Ave.

289 In the stretches where the undergrowth has grown up to block view of the River.

290 SOME AREAS BETWEEN ZORN AVE. AND THE GREAT LAWN

291 River Rd and Wolf Pen intersection and extending to the one-lane bridge.

292 General vegetation clean up along Corridor.

293 Extend the multi-use path

294 Areas with overgrown vegetation that obstructs river view

295 A few (and very few) of the homes and the side roads near them need improvement.

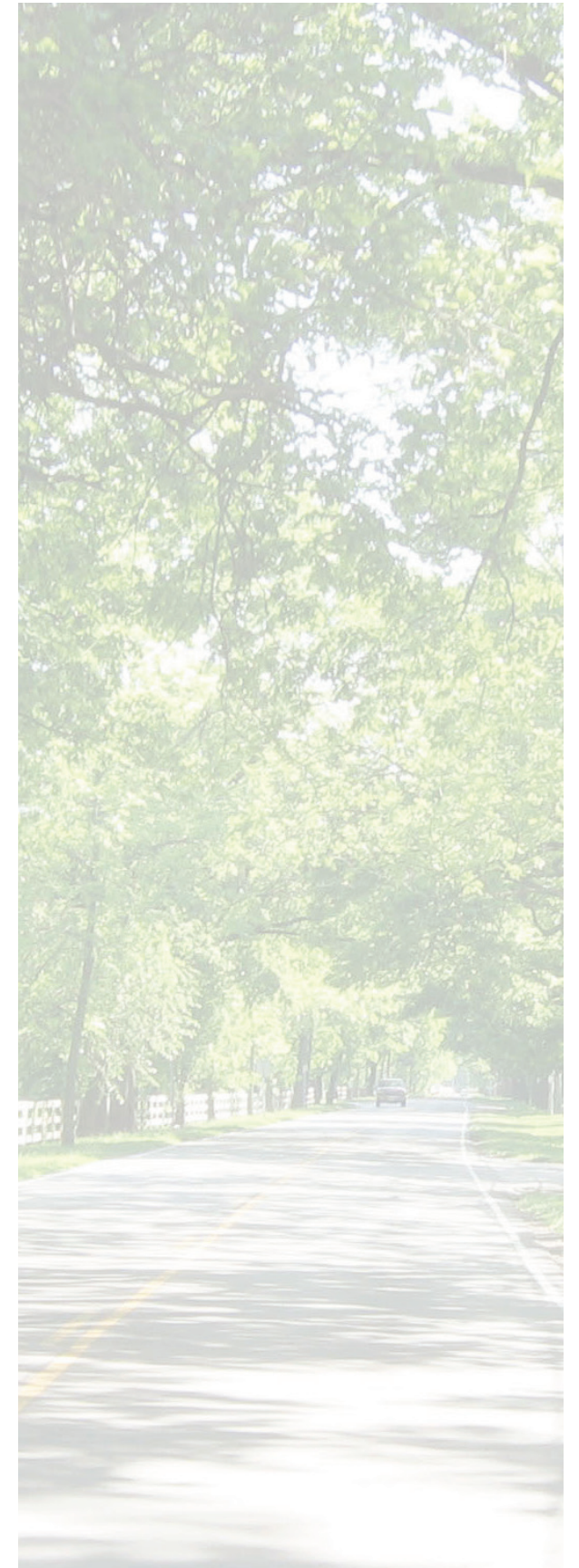
296 Parking lots along road are less attractive.

297 immediately north of Zorn

298 buildings that are not in use

299 Less parking lot views

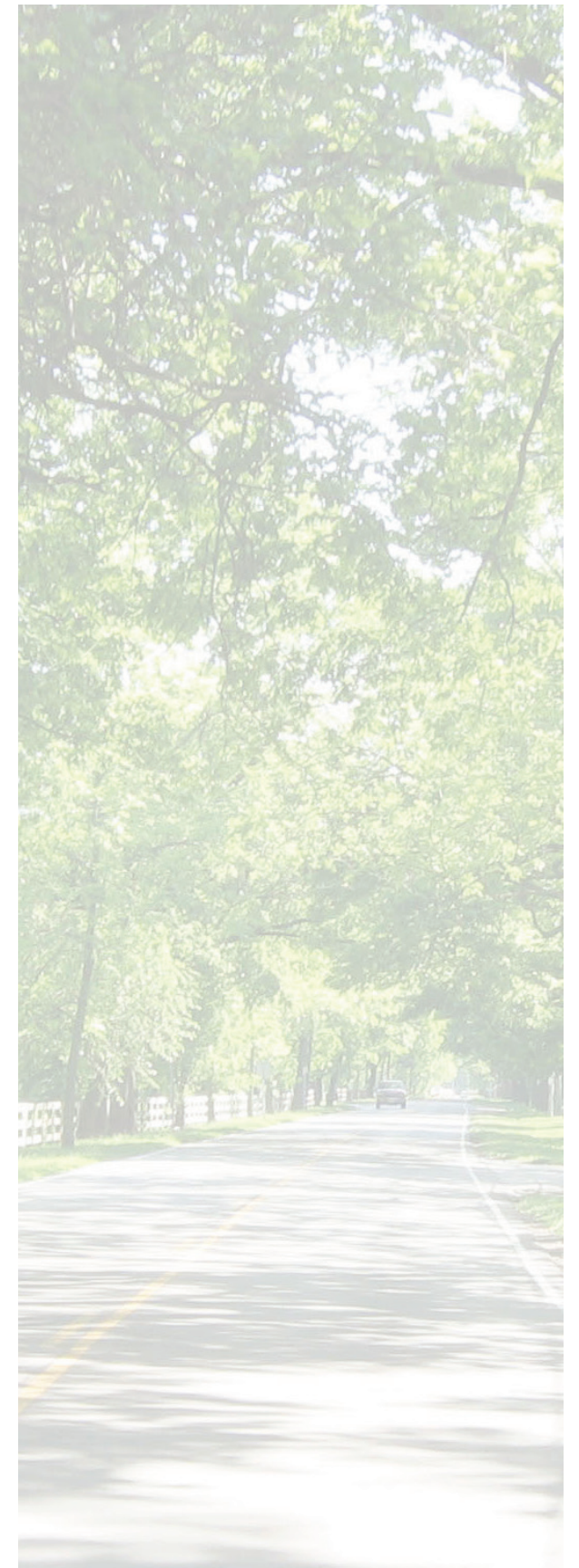
300 industrial section around Wolf Pen area.





- 301 Area just past Waterfront Park to Zorn and spots here and there after Zorn heading east.
- 302 At Harrods Creek
- 303 Most of the businesses along the current River road are not attractive. There are some exceptions like Tumbleweed which was well-designed.
- 304 before zorn avenue and downtown
- 305 where it is not kept-up, or some of those primitive homes along Jupiter Beach where there is lot of junk in the yards.
- 306 Clear the invasive plants that clutter roadsides and restore the wetland features.
- 307 actually trimming some of the trees/bushes back for the road a bit
- 308 the two lane bridge
- 309 Would be greatly improved by regular maintenance of the current vegetation and growth by regular mowings, etc. Any structures not being maintained, business or residential should be addressed.
- 310 Near Louisville boat club
- 311 Run down buildings of no historic preference could be removed and more park, green open space.
- 312 More visual access to the river (better landscaping to replace the weeds/overgrown vegetation between the Louisville Boat Club and Goose Creek).
- 313 Near the hideous Harbour Condominiums and by the Knights of Columbus Hall
- 314 reduce the signage along the roadway-there is way to much clutter and is it really needed?
- 315 From Waterfront Park to Zorn Avenue.
- 316 Where there is development inconsistent with the scenic nature of the area.
- 317 Brush could be cleared from the north side of the road so that the river is visible.
- 318 between cox park and lime kiln
- 319
Nugent Sand is still a problem with trucks and sand; the entrance to one other commercial/industrial complex near there is often dirty and the surface is broken up from large trucks.
- 320 Overgrowth blocking view of river between River Valley Club and Glenview Avenue.
- 321 More landscaping in front of commercial businesses near Wolf Pen Branch Rd. and River Rd. Better signage.
- 322 Less vegetation blocking the view of the river throughout
- 323 Harrors Creek
- 324 The area on the north side of River road across from the Firestation. A great low land area with older river camps could be a great park type area Same for the corner at Juniper Beach Road
- 325 On upper River Road where there are illegal/non-conforming signs; and lower River Road where there a re billboards.
- 326 mult sites
- 327 We need more access for kayakers and canoers. We also need the area in front of Glenview to be cleared a bit.
- 328 Around Harrods Creek
- 329 Some of the run down structures need to be improved or removed
- 330 Some of the businesses could revamp the front of their shops.
- 331 Cut down trees/scrub blocking view of river from river road, at least municipal owned acreage.
- 332 Nore trees as you get closer to the City. All of sudden on the road "concrete" becomes more outstanding than "country"
- 333 The views of the river are blocked
- 334 Between Zorn and Downtown
- 335 anywhere possible
- 336 Around the Glenview area.
- 337 I am sure there are a number of places that just need more care. Vines choking out trees or dead/broken branches not properly trimmed. Power lines buried or handled in a more scenic way
- 338 There are stretches along the river where the trees have overgrown to the extent that the river is no longer visible. This is a very minor issue, but I wonder if areas could be planned to make sight of the river easier.
- 339 Improve the view of downtown from the upper river by eliminating much of the tree and brush growth along the river banks [especially Glennview ,Blankenbaker Road and Indian Hills Trail.

340 In open stretches that have become over grown by bushes and small trees (e.g. opposite Rivers Edge)
 341 Shrubbery along parts of the river-side of road is too high to see the river
 342 Keep vegetation cut along River Rd.
 343 the industry on both sides of the river should be masked w trees. The road should have shoulders for walkers/slow bikers.
 344 by the boat club
 345 By the river side
 346 At either end of the byway
 347 Remove existing commercial structures
 348 Several places where one sees industrialized areas ~ some of these are being improved already, especially closer to downtown.
 349 More trees on the non-river side and maintenance of vegetation to provide views on the river side
 350 The former park, now undeveloped and fenced "River Park Place," is an eyesore. The developers should either turn it back to the City or do something with it.
 351 Remove barriers blocking Harrod's Creek Bridge. Repair Harrod's Creek Bridge
 352 I really enjoy the harrods creek bridge. Please do whatever you can to reopen it.
 353 From Zorn to downtown.
 354 Take advantage of the old trolley rail line and create a two way bike-way that would allow up-down river traffic and safe passing of us slower riders.
 355 cut vegetation so vista is there
 356 Near Business area @wolf Pen and RR intersection
 357 commercial buildings; desperately need biking/walking path along entire stretch--not safe now for these activities
 358 General maintainance
 359 Keep commercial development away
 360 Glenview to Blankenbaker - close to river views should be enhanced/cleared.
 361 Corner of Zorn and River Road.





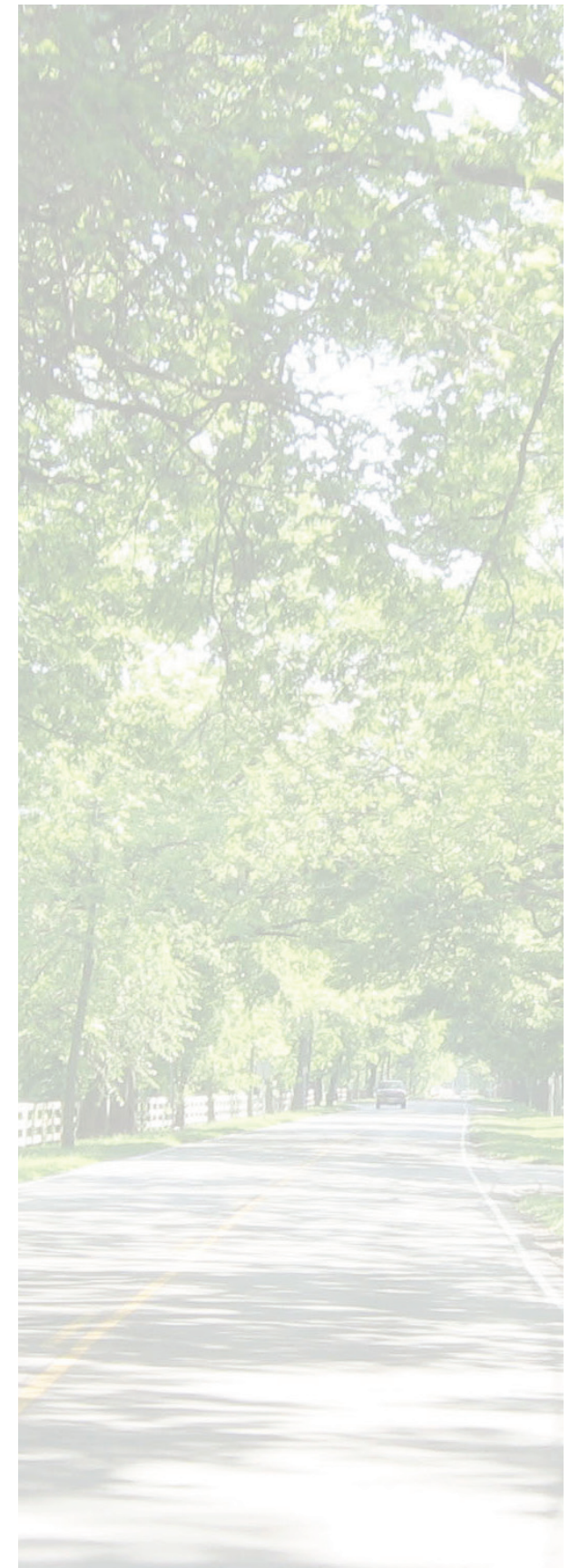
4. Do you know much about/appreciate the history of/historic places along the River Road corridor?			
		Response Percent	Response Count
Know a great deal	<div></div>	14.6%	110
Know something	<div></div>	53.4%	402
Know little	<div></div>	32.0%	241
answered question			753
skipped question			21

5. Please rank the following natural resources that are in most need of protection on a scale of 1 (being the most important) to 9 (being the least important)(Please use each number ONLY ONCE)										
	1	2	3	4	5	6	7	8	9	Rating Average
River	55.8% (388)	12.5% (87)	5.0% (35)	3.9% (27)	4.6% (32)	3.7% (26)	5.8% (40)	6.2% (43)	2.4% (17)	
Open Fields/Pasture	8.0% (52)	16.4% (107)	13.2% (86)	11.8% (77)	11.8% (77)	14.7% (96)	11.0% (72)	10.6% (69)	2.5% (16)	
Wildlife	11.2% (74)	19.8% (131)	16.2% (107)	13.9% (92)	14.1% (93)	10.3% (68)	8.2% (54)	4.4% (29)	1.8% (12)	
Woodlands	5.3% (35)	17.5% (116)	23.1% (153)	21.9% (145)	14.8% (98)	8.0% (53)	6.3% (42)	2.3% (15)	0.8% (5)	
Wetlands	8.0% (53)	14.2% (94)	17.7% (117)	18.5% (122)	16.0% (106)	12.7% (84)	7.4% (49)	4.1% (27)	1.4% (9)	
Floodway	3.1% (20)	5.4% (35)	7.6% (49)	6.6% (43)	10.4% (67)	15.0% (97)	18.2% (118)	28.6% (185)	5.1% (33)	
Streams/Creek	5.6% (38)	13.5% (92)	14.2% (97)	18.3% (125)	16.7% (114)	16.7% (114)	11.4% (78)	3.5% (24)	0.3% (2)	
Ponds	1.9% (13)	3.3% (23)	7.7% (54)	7.4% (52)	12.3% (86)	17.3% (121)	23.5% (164)	23.4% (163)	3.2% (22)	
Other	11.8% (36)	2.9% (9)	0.7% (2)	0.7% (2)	1.3% (4)	1.0% (3)	2.0% (6)	6.5% (20)	73.2% (224)	

Question # 5

Please rank the following natural resources that are in most need of protection on a scale of 1 (being the most important) to 9 (being the least important)(Please use each number ONLY ONCE)

- 1 (Wildlife will thrive if other resources are cared for.)
- 3 They are almost all of equal importance!
- 4 It is all important to me! I want to give a one to all.
- 5 air quality - stormwater runoff - wastewater septic tanks
- 6 Bicycle access
- 7 people on the road
- 8 Area from road edge to river regardless of use.
- 9 We need protection from commercial development
- 10 leave grasses in some fields for birds
- 11 The multi use of the old golf course.
- 12 Bridges
- 13 make a path for cyclist.
- 14 Car traffic
- 15 The beauty of River Rd is that is is basically untouched except for what is already there!
- 16 Shaded Areas
- 17 views
- 18 beaches
- 19 historic properties
- 20 Recreational facilities (parks)
- 21 clean air
- 22 limited traffic
- 23 Save the Turtles...how about little turtle fences..
- 24 Waterfront Park and North Butchertown section of River Road
- 25 Closing river road to traffic and building bicycle access route. Incorporating a trolley run and walking path with scenic restaurants and shady places where people can sit and look at the scenery and enjoy the river view. Parking lots at Prospect, downtown and other places where bicycles can be dropped off and rented when needed so people can park their cars and take the trolley downtown or rent bicycles that can be returned at each end of the river. This could help to complete a bicycle path around the city to allow cheap and easy movement to different areas. NO traffic would also free up much more space for people wanting to attend downtown activities, ie, Thunder Over Louisville, Iron Man Triathlon, etc. the whole concept could be based on what San Antonio, Texas has on their river walk with some modifications to account for the size and space differences. Planting of more trees could decrease the impact that the traffic has on the river corridor. Allowing controlled restaurant and river related activities development (canoeing, skiing lessons, cruises along the river in small romantic boats for people or couples who might want to cruise the river without requiring a pilots license or learning how to control a boat), could pull people to this region and possibly bring people back into downtown. Making them want to explore what a lot have not seen for a long time.
- 26 Save trees shade and trim up from ground to preserve the view to the water
- 27 computer wouldn't allow me to do this area of survey
- 28 It's all releated. Clean it up, add the bike path. Move River Fields to Indiana.
- 29 Parklike drive on River Road without all the packs of bikers.
- 30 bicycle lanes
- 31 Natural vegetation - buffalo grass, wildflowers
- 32 Too many to specify one (all of the above)
- 33 historic and archaeological resources
- 34 bluffs
- 35 Bikers
- 36 historic structures
- 37 historical architecture
- 38 business





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- 32 Too many to specify one (all of the above)
- 33 historic and archaeological resources
- 34 bluffs
- 35 Bikers
- 36 historic structures
- 37 historical architecture
- 38 business
- 39 old buildings, ruins, foundations
- 40 A bycicle path
- 41 Bike lane
- 42 bicycle lanes added
- 43 bridges and roadway
- 44 the bridge at harrods creek
- 45 traffic flow
- 46 I believe all of these features are importane
- 47 Bridge structures at Goose and Harrods Creek
- 48 Biking/Bike Lanes
- 49 Roadway i.e. bridge

6. How accessible do you feel the following River Road features are to the public at-large?							
	Excellent	Very Good	Good	Average	Below Avg.	Poor	Response Count
River	22.3% (165)	27.2% (201)	22.6% (167)	17.7% (131)	8.7% (64)	1.8% (13)	739
Parks	40.2% (297)	35.5% (262)	17.8% (131)	5.7% (42)	0.8% (6)	0.4% (3)	738
Natural areas	11.8% (86)	20.4% (149)	31.5% (230)	23.3% (170)	11.4% (83)	1.9% (14)	730
Wetlands	6.8% (49)	12.3% (89)	23.7% (171)	35.6% (257)	17.9% (129)	3.9% (28)	722
Streams/Creeks	8.2% (59)	10.6% (76)	22.8% (164)	32.3% (232)	20.6% (148)	5.6% (40)	719
Historic sites	7.0% (50)	13.0% (93)	25.3% (181)	34.7% (248)	15.4% (110)	4.9% (35)	715
	answered question						739
	skipped question						35

7. How accessible do you feel River Road features are to the disabled? (select ONLY ONE)					
	Very	Somewhat	Not	Do not know	Response Count
Sight Impaired	4.4% (32)	18.7% (135)	19.4% (140)	57.8% (418)	723
Hearing Impaired	10.2% (74)	21.9% (158)	11.1% (80)	56.9% (411)	722
Mobility Impaired	5.1% (37)	26.8% (194)	15.8% (114)	52.3% (378)	723
	answered question				728
	skipped question				46

8. How often do you travel on or visit this section of River Road? (select ONLY ONE)			
		Response Percent	Response Count
Daily	<div><div></div></div>	27.1%	204
Frequently	<div><div></div></div>	48.1%	362
Occasionally	<div><div></div></div>	24.2%	182
Never	<div><div></div></div>	0.7%	5
		answered question	753
		skipped question	21

9. Why are you currently using this section of the River Road Corridor? (select ALL THAT APPLY)			
		Response Percent	Response Count
Passing through to a non-River Road destination	<div><div></div></div>	77.9%	569
Traveling to a River Road home	<div><div></div></div>	22.5%	164
Traveling to a River Road destination (i.e., business)	<div><div></div></div>	48.5%	354
		answered question	730
		skipped question	44





10. How important is River Road as a travel way (Rate each)						
	Very Important	Important	Somewhat Important	Not Important	Rating Average	Response Count
Necessity (the only way I can get to where I want to be)	26.5% (194)	25.4% (186)	23.2% (170)	24.9% (182)	2.54	732
Convenience (easiest, most direct route)	30.1% (220)	28.5% (208)	24.1% (176)	17.4% (127)	2.71	731
Access to parks/public space along the road	51.2% (378)	33.3% (246)	11.2% (83)	4.3% (32)	3.31	739
Access to shopping/dining/entertainment along the road	16.0% (117)	27.0% (198)	34.5% (253)	22.5% (165)	2.36	733
Provides a unique travel experience	71.3% (530)	18.7% (139)	6.1% (45)	3.9% (29)	3.57	743
	answered question					749
	skipped question					25

11. How do you travel on River Road? (Estimate your percentage of River Road travel by travel choice. Input 0 to 100 for each travel mode, totaling 100%.				
		Response Average	Response Total	Response Count
Automobile		73.48	53,711	730
Transit		0.88	212	242
Bicycle		37.71	18,438	488
Walker		4.20	1,285	305
Other		2.70	554	205
	answered question			741
	skipped question			33

12. Please rate how well River Road provides for travel by the following:							
	Excellent	Good	Poor	Unacceptable	N/A	Rating Average	Response Count
Automobile	28.7% (214)	63.5% (474)	6.0% (45)	1.7% (13)	0.0% (0)	3.19	746
Transit	3.4% (22)	22.0% (144)	21.0% (138)	4.7% (31)	48.9% (321)	2.47	656
Bicycle	2.6% (19)	13.4% (97)	49.2% (356)	25.4% (184)	9.3% (67)	1.93	723
Walker	1.2% (8)	8.3% (57)	34.9% (241)	38.0% (262)	17.7% (122)	1.67	690
Other	2.3% (8)	2.6% (9)	6.9% (24)	4.6% (16)	83.7% (292)	2.16	349
	<i>answered question</i>						750
	<i>skipped question</i>						24

13. How much does each item below create a safety hazard on River Road?						
	Extreme Hazard			Not a Hazard at all	Rating Average	Response Count
Travel speeds	36.1% (268)	33.6% (249)	18.9% (140)	11.5% (85)	2.94	742
Sight distances	9.0% (65)	35.6% (258)	40.6% (294)	14.9% (108)	2.39	725
Volume of traffic	26.0% (191)	41.3% (304)	25.0% (184)	7.7% (57)	2.85	736
Traffic delay	9.3% (67)	27.2% (197)	42.2% (305)	21.3% (154)	2.24	723
Conflicts with vehicles/bicycles/pedestrians	68.2% (507)	23.6% (175)	6.3% (47)	1.9% (14)	3.58	743
	<i>answered question</i>					748
	<i>skipped question</i>					26





14. You answered "Never" to question 8. Please select the PRIMARY REASON for not using River Road (Select Only One).			
		Response Percent	Response Count
No reason to use it	<div></div>	16.1%	9
Less convenient than other routes	<div></div>	8.9%	5
Less enjoyable an experience than other routes		0.0%	0
Not safe enough	<div></div>	14.3%	8
Lack of appropriate facilities (e.g. bike lane, trail, etc.)	<div></div>	26.8%	15
Other	<div></div>	33.9%	19
(please specify)			26
answered question			56
skipped question			718

Question # 14
You answered Never to question 8. Please select the PRIMARY REASON for not using River Road (Select Only One).

- 1 I want to bicycle it more often when the bikeway is completed!
- 2 I ONLY drive a car because other uses are un-safe.
- 3 too many bicyclists.
- 4 Harrods Creek bridge closure
- 5 The closed bridge is a disaster.

15. Of the public parks/open space along and near River Road, which ones do you visit:					
	Frequently	Occasionally	Seldom/Never	Rating Average	Response Count
Cox Park	15.7% (115)	57.5% (421)	26.8% (196)	1.89	732
Thurman Hutchins Park	14.7% (107)	45.7% (332)	39.5% (287)	1.75	726
Hays Kennedy Park	10.3% (74)	36.9% (266)	52.8% (380)	1.58	720
Caperton Swamp	3.4% (24)	15.3% (108)	81.3% (573)	1.22	705
	answered question				746
	skipped question				28

16. How do you rate the quality of the following ACTIVE recreational facilities?								
	Excellent	Very Good	Good	Average	Below Avg.	Poor	No Opinion	Response Count
Ballparks	6.8% (49)	18.2% (132)	16.6% (120)	10.4% (75)	1.5% (11)	0.6% (4)	46.0% (333)	724
Play Grounds	6.2% (45)	15.8% (114)	21.3% (154)	12.7% (92)	3.5% (25)	0.6% (4)	39.9% (288)	722
Bike Trails	1.8% (13)	6.6% (48)	13.8% (100)	18.8% (136)	20.7% (150)	15.2% (110)	23.2% (168)	725
Public Boating & Fishing	5.7% (41)	15.7% (113)	20.4% (147)	15.1% (109)	4.2% (30)	1.9% (14)	37.1% (268)	722
Walking Trails	3.3% (24)	13.3% (96)	19.9% (144)	19.8% (143)	11.6% (84)	6.6% (48)	25.3% (183)	722
Other	1.6% (4)	1.6% (4)	1.6% (4)	0.8% (2)	0.8% (2)	7.5% (19)	86.3% (220)	255
	(please specify)							35
	answered question							736
	skipped question							38





Question # 16

How do you rate the quality of the following ACTIVE recreational facilities?

- 1 Hiking Trails
- 2 Biking & Walking trails need to be much longer and connect to other trails throughout the city.
- 3 Rowing
- 4 Rowing - Louisville Rowing Club member
- 5 all the ratings need to be more specific -- east of Zorn or west of Zorn
- 6 Canoe & Kayak storage facility "lockers"
- 7 cox's park is very very trashy
- 8 Champions Park - Old River Road Country Club is a fantastic cyclocross and cross country facility.
- 9 Anxious for the completion of the bicycle trail from downtown to US 42.
- 10 Bike conditons should be capitalized upon! It would make Louisville unique!!!
- 11 Seating areas to watch the river
- 12 bathrooms are gross
- 13 few bikers use path; most use road
- 14 bike lanes
- 15 More "natural" (unpaved) trails would be a huge improvement.
- 16 Bike trails can not be used by bicyclists - they MUST have a bike lane
- 17 Bicycles & walkers have no business on these narrow small sightlines roads!
- 18 would love more direct access points to harrods creek for kayaking, fishing, walking
- 19 roller blading
- 20 There are so many parks, why is there no disc golf coarse? Louisville needs a inner city disc golf coarse.
- 21 The main problem with the bike and walking trails is that they do not connect and don't provide for a safe way to traverse the entire length of River Road.
- 22 Running
- 23 Running trails/sidewalks
- 24 Bike lanes or bike trails
- 25 Ballpark and field accessibilty - very poor
- 26 Paved Trails for Rollerblading/Biking from Cox Park to Waterfront Park
- 27 beaches
- 28 bicycle lanes missing
- 29 the small bike trail along RR is poorly maintained and frequently impassable for road bikes because of debris.
- 30 poor accomodations for cycling; car speeds too fast
- 31 Running areas/opportunities
- 32 Boating is Excellent. Fishing in Pond is Poor.
- 33 No horseback riding trails
- 34 Dedicated dog parks and play areas
- 35 It's embarrassing that we don't have bike lanes.

17. How do you rate the quality of the following PASSIVE recreational facilities?								
	Excellent	Very Good	Good	Average	Below Avg.	Poor	No Opinion	Response Count
Bird watching/Nature enjoyment	7.3% (53)	17.1% (124)	23.6% (171)	13.4% (97)	5.8% (42)	1.1% (8)	31.8% (231)	726
River access & amenities	6.3% (46)	16.9% (123)	24.7% (180)	22.1% (161)	8.2% (60)	2.5% (18)	19.2% (140)	728
Interpretation of historic features	1.8% (13)	6.0% (43)	13.5% (97)	21.5% (155)	16.5% (119)	5.0% (36)	35.7% (257)	720
Other	2.2% (5)	1.3% (3)	0.4% (1)	1.8% (4)	1.3% (3)	2.2% (5)	90.7% (204)	225
(please specify)								13
answered question								730
skipped question								44

Question # 17

How do you rate the quality of the following PASSIVE recreational facilities?

- 1 Abraham Lincoln Statue and Reliefs
- 2 This is a great opportunity to capitalize on one of Louisville's greatest assets - the river in it's almost natural state! Beautiful !
- 3 sidewalks, jetties
- 4 benches for reading/meditation
- 5 Love to walk my dog at Zorn, River Road park. Please don't close it to that use.
- 6 cycling
- 7 scenic driving
- 8 public options with the exception of Cox and Thurman are extremely limited.
- 9 It is virtually impossible to see the river during warm months from the road.
- 10 few historical markers along a rich byway
- 11 Parking lots - lunch breaks views
- 12 Biking safetey is poor and there are no bike lanes or side lanes for biking
- 13 Need another public boat ramp

18. Permanently protect certain sites that contribute to the character of the corridor through voluntary conservation easements and/or acquisition			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	61.9%	457
3 - Somewhat Appropriate	<div><div></div></div>	29.7%	219
2 - Somewhat Inappropriate	<div><div></div></div>	3.5%	26
1 - Highly Inappropriate	<div><div></div></div>	2.6%	19
0 - No Opinion	<div><div></div></div>	2.3%	17
		answered question	738
		skipped question	36



19. Regulatory Controls (stricter development standards to protect natural areas, views)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	63.7%	472
3 - Somewhat Appropriate	<div><div></div></div>	27.8%	206
2 - Somewhat Inappropriate	<div><div></div></div>	3.8%	28
1 - Highly Inappropriate	<div><div></div></div>	3.4%	25
0 - No Opinion	<div><div></div></div>	1.3%	10
		answered question	741
		skipped question	33

20. Design guidelines			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	62.7%	458
3 - Somewhat Appropriate	<div><div></div></div>	28.8%	210
2 - Somewhat Inappropriate	<div><div></div></div>	4.0%	29
1 - Highly Inappropriate	<div><div></div></div>	2.5%	18
0 - No Opinion	<div><div></div></div>	2.1%	15
		answered question	730
		skipped question	44

21. Citizen-based Corridor Oversight Committee			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	48.8%	357
3 - Somewhat Appropriate	<div><div></div></div>	33.9%	248
2 - Somewhat Inappropriate	<div><div></div></div>	9.4%	69
1 - Highly Inappropriate	<div><div></div></div>	4.4%	32
0 - No Opinion	<div><div></div></div>	3.6%	26
		answered question	732
		skipped question	42

22. Education (programs designed to educate citizens about the corridor's intrinsic qualities)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	46.9%	345
3 - Somewhat Appropriate	<div><div></div></div>	37.3%	274
2 - Somewhat Inappropriate	<div><div></div></div>	8.6%	63
1 - Highly Inappropriate	<div><div></div></div>	2.9%	21
0 - No Opinion	<div><div></div></div>	4.4%	32
		answered question	735
		skipped question	39

23. Opportunities to learn about the history of the corridor or cultural activities/events (i.e., self-guided tours, historic markers)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	43.0%	314
3 - Somewhat Appropriate	<div><div></div></div>	45.6%	333
2 - Somewhat Inappropriate	<div><div></div></div>	5.6%	41
1 - Highly Inappropriate	<div><div></div></div>	1.5%	11
0 - No Opinion	<div><div></div></div>	4.4%	32
answered question			731
skipped question			43

24. Placing overhead utilities underground			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	50.2%	369
3 - Somewhat Appropriate	<div><div></div></div>	31.3%	230
2 - Somewhat Inappropriate	<div><div></div></div>	9.3%	68
1 - Highly Inappropriate	<div><div></div></div>	4.2%	31
0 - No Opinion	<div><div></div></div>	5.0%	37
answered question			735
skipped question			39

25. A multi-use trail to walk and leisurely bike the corridor			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	80.0%	589
3 - Somewhat Appropriate	<div><div></div></div>	15.1%	111
2 - Somewhat Inappropriate	<div><div></div></div>	2.6%	19
1 - Highly Inappropriate	<div><div></div></div>	1.8%	13
0 - No Opinion	<div><div></div></div>	0.5%	4
answered question			736
skipped question			38

26. Places for people to pull off the road to enjoy a scenic view or setting			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	52.2%	384
3 - Somewhat Appropriate	<div><div></div></div>	35.8%	263
2 - Somewhat Inappropriate	<div><div></div></div>	7.5%	55
1 - Highly Inappropriate	<div><div></div></div>	3.0%	22
0 - No Opinion	<div><div></div></div>	1.5%	11
answered question			735
skipped question			39

27. Other amenities that allow you to stop and experience the byway more (e.g., benches, shelters, comfort stations)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	45.1%	332
3 - Somewhat Appropriate	<div><div></div></div>	39.5%	291
2 - Somewhat Inappropriate	<div><div></div></div>	10.3%	76
1 - Highly Inappropriate	<div><div></div></div>	2.6%	19
0 - No Opinion	<div><div></div></div>	2.4%	18
answered question			736
skipped question			38

28. More/better public parking facilities			
		Response Percent	Response Count
4 - Very Important	<div><div></div></div>	18.2%	134
3 - Important	<div><div></div></div>	31.3%	230
2 - Somewhat Important	<div><div></div></div>	30.3%	223
1 - Not Important	<div><div></div></div>	17.6%	129
0 - No Opinion	<div><div></div></div>	2.6%	19
answered question			735
skipped question			39

29. Improve existing public facilities			
		Response Percent	Response Count
4 - Very Important	<div><div></div></div>	25.7%	187
3 - Important	<div><div></div></div>	37.6%	274
2 - Somewhat Important	<div><div></div></div>	26.2%	191
1 - Not Important	<div><div></div></div>	7.1%	52
0 - No Opinion	<div><div></div></div>	3.4%	25
answered question			729
skipped question			45

30. Acquire/build new recreational facilities			
		Response Percent	Response Count
4 - Very Important	<div><div></div></div>	17.1%	124
3 - Important	<div><div></div></div>	25.4%	185
2 - Somewhat Important	<div><div></div></div>	29.4%	214
1 - Not Important	<div><div></div></div>	25.7%	187
0 - No Opinion	<div><div></div></div>	2.3%	17
answered question			727
skipped question			47

31. Improve water access			
		Response Percent	Response Count
4 - Very Important	<div><div></div></div>	20.5%	150
3 - Important	<div><div></div></div>	28.9%	212
2 - Somewhat Important	<div><div></div></div>	26.7%	196
1 - Not Important	<div><div></div></div>	13.9%	102
0 - No Opinion	<div><div></div></div>	10.0%	73
answered question			733
skipped question			41

32. New/better signage for guidance or interpretation			
		Response Percent	Response Count
4 - Very Important	<div><div></div></div>	18.4%	134
3 - Important	<div><div></div></div>	31.3%	228
2 - Somewhat Important	<div><div></div></div>	30.9%	225
1 - Not Important	<div><div></div></div>	14.4%	105
0 - No Opinion	<div><div></div></div>	5.1%	37
answered question			729
skipped question			45

33. On-road bike lanes to separate cyclists and autos			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	80.6%	594
3 - Somewhat Appropriate	<div><div></div></div>	11.1%	82
2 - Somewhat Inappropriate	<div><div></div></div>	3.5%	26
1 - Highly Inappropriate	<div><div></div></div>	4.5%	33
0 - No Opinion	<div><div></div></div>	0.3%	2
answered question			737
skipped question			37

34. Install "Traffic Calming" techniques to reduce speeds (e.g., changes in pavement texture)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	34.2%	253
3 - Somewhat Appropriate	<div><div></div></div>	29.4%	217
2 - Somewhat Inappropriate	<div><div></div></div>	18.4%	136
1 - Highly Inappropriate	<div><div></div></div>	15.7%	116
0 - No Opinion	<div><div></div></div>	2.3%	17
answered question			739
skipped question			35

35. Roadway widening to improve capacity			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	27.5%	202
3 - Somewhat Appropriate	<div><div></div></div>	23.8%	175
2 - Somewhat Inappropriate	<div><div></div></div>	17.7%	130
1 - Highly Inappropriate	<div><div></div></div>	29.8%	219
0 - No Opinion	<div><div></div></div>	1.1%	8
		answered question	734
		skipped question	40

36. Improve Transit Stops (i.e., landing pads, shelters)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	18.2%	133
3 - Somewhat Appropriate	<div><div></div></div>	45.1%	330
2 - Somewhat Inappropriate	<div><div></div></div>	12.2%	89
1 - Highly Inappropriate	<div><div></div></div>	8.9%	65
0 - No Opinion	<div><div></div></div>	15.6%	114
		answered question	731
		skipped question	43

37. Reducing the posted speed limit (i.e., 35 mph for the entire byway)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	42.1%	310
3 - Somewhat Appropriate	<div><div></div></div>	25.0%	184
2 - Somewhat Inappropriate	<div><div></div></div>	15.1%	111
1 - Highly Inappropriate	<div><div></div></div>	15.9%	117
0 - No Opinion	<div><div></div></div>	2.0%	15
		answered question	737
		skipped question	37

38. Improving intersection design (i.e., River Road/Wolf Pen Branch Road)			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	40.0%	296
3 - Somewhat Appropriate	<div><div></div></div>	36.1%	267
2 - Somewhat Inappropriate	<div><div></div></div>	11.6%	86
1 - Highly Inappropriate	<div><div></div></div>	5.9%	44
0 - No Opinion	<div><div></div></div>	6.4%	47
		answered question	740
		skipped question	34

39. Improved pedestrian crossings			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	51.8%	380
3 - Somewhat Appropriate	<div><div></div></div>	39.2%	288
2 - Somewhat Inappropriate	<div><div></div></div>	6.7%	49
1 - Highly Inappropriate	<div><div></div></div>	2.3%	17
answered question			734
skipped question			40

40. Improved directional and operational signage			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	27.6%	203
3 - Somewhat Appropriate	<div><div></div></div>	46.4%	341
2 - Somewhat Inappropriate	<div><div></div></div>	12.2%	90
1 - Highly Inappropriate	<div><div></div></div>	3.4%	25
0 - No Opinion	<div><div></div></div>	10.3%	76
answered question			735
skipped question			39

41. Provide a walk or trail to connect River Road destinations			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	66.2%	485
3 - Somewhat Appropriate	<div><div></div></div>	26.5%	194
2 - Somewhat Inappropriate	<div><div></div></div>	3.3%	24
1 - Highly Inappropriate	<div><div></div></div>	2.2%	16
0 - No Opinion	<div><div></div></div>	1.9%	14
answered question			733
skipped question			41

42. Adjacent to the river			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	66.2%	482
3 - Somewhat Appropriate	<div><div></div></div>	26.4%	192
2 - Somewhat Inappropriate	<div><div></div></div>	3.2%	23
1 - Highly Inappropriate	<div><div></div></div>	4.3%	31
answered question			728
skipped question			46



43. Adjacent to the roadway			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	22.1%	159
3 - Somewhat Appropriate	<div><div></div></div>	47.4%	342
2 - Somewhat Inappropriate	<div><div></div></div>	22.5%	162
1 - Highly Inappropriate	<div><div></div></div>	8.0%	58
		answered question	721
		skipped question	53

44. Wherever feasible			
		Response Percent	Response Count
4 - Highly Appropriate	<div><div></div></div>	52.6%	376
3 - Somewhat Appropriate	<div><div></div></div>	35.2%	252
2 - Somewhat Inappropriate	<div><div></div></div>	5.9%	42
1 - Highly Inappropriate	<div><div></div></div>	6.3%	45
		answered question	715
		skipped question	59

45. Other Comments?		
		Response Count
		200
	answered question	200
	skipped question	574

Question # 45

Other Comments?

- 1 I think auto travel should be de-emphasized as there are at least two alternatives for commuters - US 42 and I 71.
- 2 get the bikes off the road. I do not care where they go. people should be able to use the road without worrying about the bikes
- 3 Q. 5, badly worded. ALL those features are important. If I choose to preserve the open space and they cut down all the woodlands to develop them, then we've lost the battle. Get rid of the junky signs but don't destroy the roadway to make it accessible for all. I'm sorry for the blind and deaf but let's don't throw the baby out with the bath water! When HC bridge gets widened (ugh) there's going to HAVE to be a stop light or stop sign in Harrods Creek to let Wolf Pen traffic merge--especial in am. So, a two lane bridge isn't going to speed anything up!
- 4 I'm concerned that replacing the current Harrod Creek bridge with a two-lane bridge will further degrade the rRver Road experience by greatly increasing traffic.
- 5 Please do not build in the flood plain, other than paths.
- 6 As should have become obvious with the closing of the Harrods Creek Bridge, River Road is not only a "scenic bywy" but is also a major artery for commuters from Oldham County and beyond to travel to and from downtown Louisville.
- 7 Once the Harrods Creek bridge is reopened as a two-lane bridge, it will be imperative to install a traffic light at the River Road/Wolf Pen Branch Road intersection. The one-lane bridge offered a traffic-calming effect, and the traffic light would do the same thing.
- 8 The speed at which vehicles travel make bike riding frightening often!
- 9 I would widen it only to improve capacity for bicycles not cars, I would discourage passing through in cars and do whatever it takes to slow down traffic. 30 mph at top speed.
- 10 Thanks for exploring the issue. I think River Road is beautiful. I like to ride my bike on the road, but I often feel uncomfortable riding unless it's very early in the morning on the weekends. I hope we get a bike lane; I would use it all the time.
- 11 Separate bike lanes suggest that cyclists are second-class road users instead of peer road users. Wider lanes allow safer passing.
- 12 Any changes should not be done where the actual road and treeline next to it would be changed in appearance...
- 13 High traffic volume should be discouraged. Recreational use should be encouraged. Install 2 14' lanes on the Harrod's Creek Bridge.
- 14 Artificially low posted speed limits will be ignored by motorists creating even more hazards
- 15 A wider roadway with a striped at least a 2 foot or if possible 3 foot bike lane in each direction would be important to me. It would need to be swept occasionally due to broken glass and other debris that always accumulates on the side of a road. A bike/foot path is not appropriate or safe for the biker or pedestrians for a road bicycle that can be ridden between 20 and 30 mph.
- 16 River area has the potential to generate tourist and local income for Louisville if developed as a recreational area rather than a highway corridor. Let's develop it's potential!!!!
- 17 I appreciate we all need a place for recreation. Let's have the metro government designate one area of either Thurman-Hutchins or Cox's as the anonymous gay sex area and then vigorously enforce a ban on sexual rendezvous throughout the River Road corridor. It's got some completely ridiculous I had to stop taking my children to Thurman-Hutchins and Caperton Swamp because every time we go, there are more people there to engage in sexual activities than there are people there to use the parks for there intended purposes. Yes, I've complained to the mayor's office and the parks department. Nothing has been done. I can only conclude metro government encourages this type of activity at these locations.
- 18 Becoming less car centric would be a great improvement!
- 19 Need to widen the roadway to make cycling safer. No more one-lane bridge!





- 20 Teach bikers to NOT ride 6 abreast or if there is a bike lane TO USE IT!!

- 21 The first bike express-way would be nice. It would be a wide, continuous path of two lanes (one for each direction) that is physically separate from, but along side, river road (elevated in some places and below ground level in others). It could be made of material that allows smooth riding but can expand and contract according to temperature (i.e. the material of some stadium running tracks).
- 22 I would like to see River Road maintain a rural feeling. NOT a four lane thruway. I travel River Road for relaxation. If, I am in a rush, I use an expressway.

- 23 The Harrods Creek Bridge should be quickly repaired, beautified and made into a 2-lane bridge

- 24 #34) Traffic calming is appropriate only in concert with reducing the speed limit. Don't use pavement textures, which generally penalize bicycles more than motor vehicles. #26) Pull-off areas for cars would need to be few, small, and well-policed. Otherwise, they will detract. #35) Recent Highway Capacity Manual research shows that wider lanes DO NOT increase capacity. To increase capacity, you'd need to increase the # of travel lanes. That would destroy the character of River Road. Increase paved width only to add paved shoulders &/or bike lanes. #44) A "wherever feasible" multi-use path would be highly appropriate IF designed to take best advantage of the setting. Wooded, waterside, or roadside locations would require different landscape & amenity design to work well.

- 25 BIKE lanes seperate from the roadway like thoose between Paris and Brussels!

- 26 No square curbs on roadway. use rounded curbs or none at all.

- 27 1. There are sign regulations that are in place but not enforced along the corridor. Example, Turner's, a wonderful organization, is allowed to have a locator sign but violates the sign regs by advertising, classes, membership, etc. 2. There are restrictions is place that prohibit, the planting or construction of solid fences or evergreen planting by property owners to limit the publ access to their river side property or to restrict views of their riverside property (boats, docs, etc.). This may be in their best interest but not in the publics. I don't know the extent to which previous code restrictions are enforced, but they should be reviewed and possibly strengthened. Example, in Malibu, CA, a famous beach community, you can't see the ocean because of structures on the ocean side of the main roadway until you are well beyond town and no where near the beach. There are a few public pocket parks but you would never know you were near the ocean. 3. I think a bike and walking trail would be fabulous and enhance protection of this area due to greater public usage and enjoyment. I would hope that River Fields would be open to discussions to explore thinning the underbrush and dense vegetation on the Caperton Swamp property. This used to be an open meadow and quite beautiful with its diverse wildflower and butterfly population. As a wildlife sanctuary this is becoming an underutilized nuisance property. The old trolley line and dense vegetation at the rear of this property provide more than enough protection for wildlife. Opening the front area (possibly to include the pond) to picnickers, with views of the river, would be a tremendous gift for them to undertake. Finally, used to be affiliated with River Fields but am not longer. I do believe an advisory review committee should be formed that includes River Road residents as well as other interested citizens including River Fields. For the record, I no longer live on the corridor but drive it regularly when visiting my sister on Blankenbaker Lane. I missed notice of the first meeting and showed up the wrong night for the second one. I would welcome an opportunity to sit down with anyone on the staff to expand on issues and ideas. Should you want to reach me for any reason, I am, Yours Most Sincerely, Lee Cochran 895-1282 - home 552-6000 - cell

- 28 The name of the road is RIVER Road. Therefore: let people see and touch the river. There is too much vegetation along the length of the corridor that obscures travelers' view of the water. As it is, at least the last time I rode it a few months ago, the river was only visible in small patches through the trees and bushes that line the side of the road (with some exceptions of course). It would be excellent if access to I-71 were improved so that it can be used by most all commuters, and River Road can be left primarily to the users you associate with a Scenic Byway: local residents, local businesses, casual drivers, bicyclists, and pedestrians. It is absolutely imperative that a multi-use path be constructed along the length of the corridor, preferably as close to the river as possible (or at least with frequent vistas of it), but the path does not have to be built directly alongside the roadway. Bike lanes along the road would be an improvement certainly, but are far less important than a path which would serve the needs of both bicyclists and pedestrians while avoiding motor vehicle traffic conflicts altogether. This requires thinking of River Road not as only a road but as a true mixed-use transportation corridor. Widening the pavement is an absolutely terrible idea, I feel, for a few reasons. Not only is more pavement a bad idea for any scenic byway, experience shows us that if we widen the roadway more people will drive on it for commuting purposes, and overall speeds will

increase. Increasing commuter traffic and speed on Louisville's only designated Scenic Byway is intrinsically counterproductive. The only additional capacity that should be added to the corridor is capacity which REDUCES motor vehicle traffic demand, i.e., bicycle, pedestrian, and transit. This will improve safety and accessibility for all the corridor's users including motorists. River Road is quite pleasant (especially as an easy escape from the din of the nearby city), but I would not consider it scenic necessarily, at least not as it is today. I come from the Lexington area, and there are many, many scenic roads in that region that are stunningly beautiful to any observer, and they remain so even after driving or riding them over and over again. The terrain along the Ohio River is obviously very different, but the thing that makes Lexington's byways truly scenic is the views that they afford travelers of the horse farms, creeks, etc. that people use the roads to both see and access. As long as there is dense vegetation directly alongside River Road, visual interest and diversity will suffer and the corridor will never be able to live up to its potential as Louisville's Scenic Byway. Unlike Lexington's rural horse farm roads, however, River Road has a very unique opportunity to serve a greater variety of users due to its close proximity to the density of the city and its convenience to downtown. The only cyclists on Lexington's byways are long-distance riders (whom they serve quite well despite lack of dedicated facilities due to their low ADT), and they are simply not practical for pedestrian use since they are so remote from population centers and destinations. River Road however is not only as full of scenic potential as Lexington's byways by virtue of the river, but it also can serve as a beautiful and vital commuting (as well as casual) route for bicyclists, pedestrians, and transit users. The Ohio River is Louisville's *raison-d'Être* as a historic and natural transportation route. It leads people from a vast residential and commercial land-use area in eastern Louisville directly into Downtown and a wide variety of waterfront public amenities. As a result, I personally feel that we should focus our energies on increasing vistas of and access to the river to a wide variety of users. (Even horses, maybe? Imagine being able to ride a horse along the Ohio River all the way into Downtown, just like our city founders once did! It isn't a big leap to the Floyd's Fork Corridor, also part of the Louisville Loop, which will itself have equestrian trails.)

29 The key lies in thinking of River Road not just as a road or even a scenic corridor, but rather as a vital and living piece of Louisville's transportation history. Cars did not make Louisville; boats and horses, in fact, did. (Some would argue that cars have actually done much to harm Louisville in terms of its natural beauty, at least.) Viewing River Road as a channel for ALL modes of transportation, with a visual and experiential focus on the river itself, seems to me to be the natural evolution of what today is merely a dangerous and underperforming roadway. Open up views of the river and other scenic elements, provide safe and attractive bicycling and walking facilities, and continue to improve recreational facilities like parks and boat access. That, in my opinion, should be the primary objective-set Metro keeps in mind while reworking this corridor. Thanks for your time and effort, Jon Villines (former Bike/Ped Coordinator, Louisville Metro) P.S. If there is a mailing list or some other means of communicating with citizens about this project, I would love to join it. My e-mail address is malikona@gmail.com. I would be more than happy to assist in whatever ways possible with this project. As Louisville's former Bike/Ped Planner for nearly two years, I am quite familiar with this project and with the other facilities that can now and will eventually intersect it. I know this was a long "comment" and again thanks for reading.

30 Bike lanes would be tremendously helpful; please also preserve rowing access and usefulness.

31 As a motorist and bicyclist, I am highly in favor of whatever measures are needed to make River Road safer and a more enjoyable experience for cyclists. This can become a national model and a real calling card for our city. The need for continued maintenance must be built into this from the get go as that seems to be the downfall of all of our bikeways in the city! Hats off to the city for making the development of a bike route along the river a very high Priority!!! Lola Carroll 458-0008 carroll1123@bellsouth.net

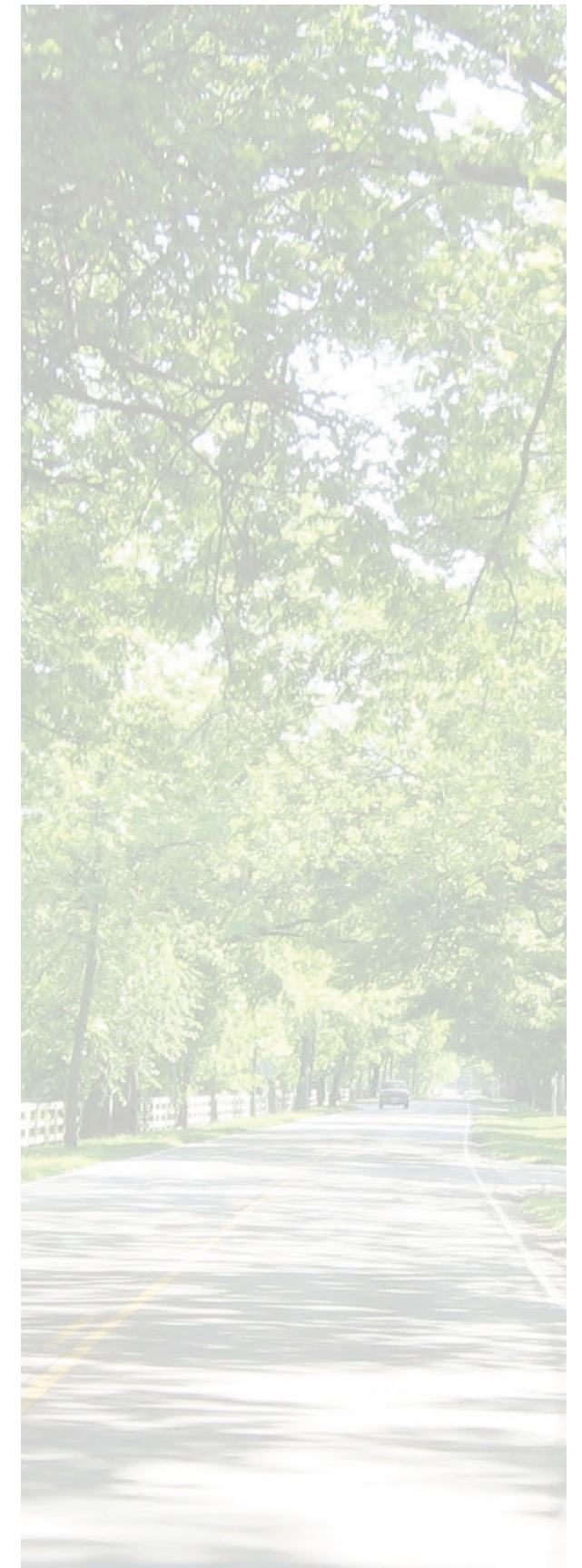
32 Within the Park's section of the survey it never listed the River Road Country Club which is heavily used by cyclists. I wish that RRCC would be included in the survey to provide feedback on what to do with the land.

33 It is important to make it safe for cyclists on the road. Multi-use paths are fine for slow moving bicycles and/or children on bikes but are not good for commuting cyclists riding at faster speeds.

34 I love River Road. I love to see people out walking, biking, playing with their children at the various River Front parks. We should continue to make the River Front areas a destination for both residents and visitors to Louisville. We need to look to other cities and what has made them a destination because of their insight to urban development and user friendly for all ages and interests.

35 Please add a pedestrian/cyclist lane! I'm certain it will not be cheap to do so, but it will be highly utilized and appreciated.

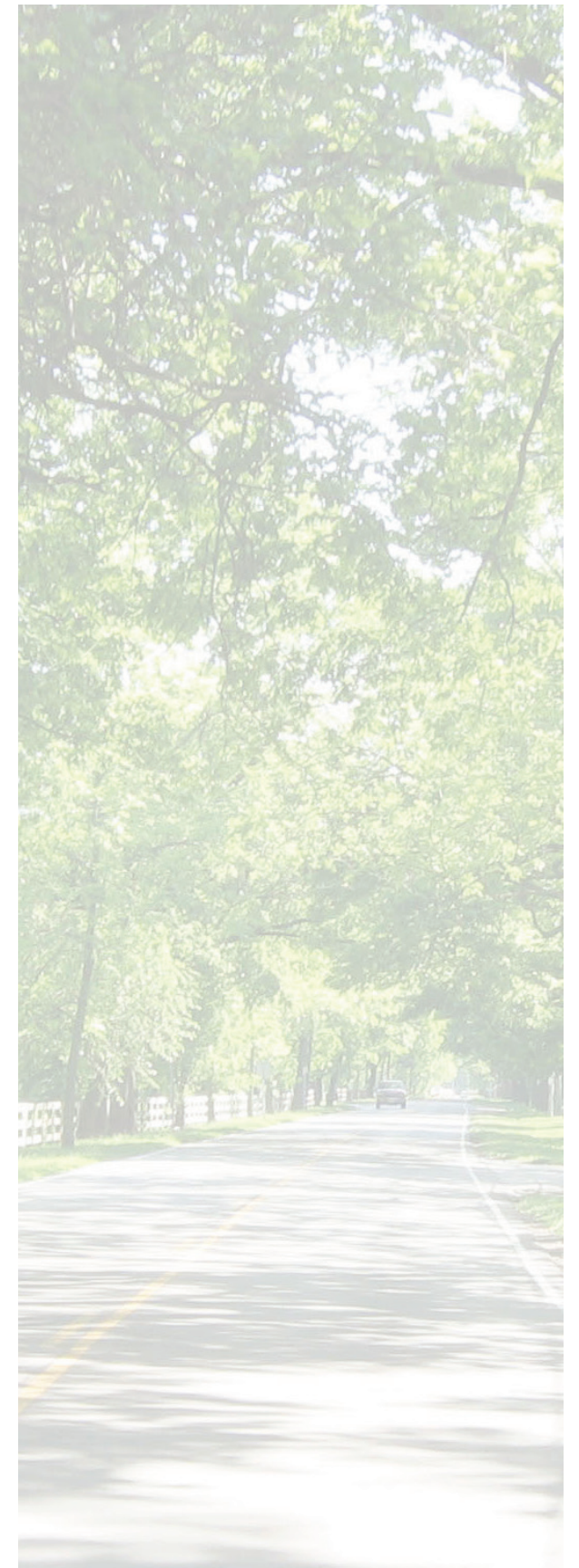
36 please control the vehicular speed limit. Very common to get passed while driving the speed limit And most importantly, please repair the Harrods creek bridge!

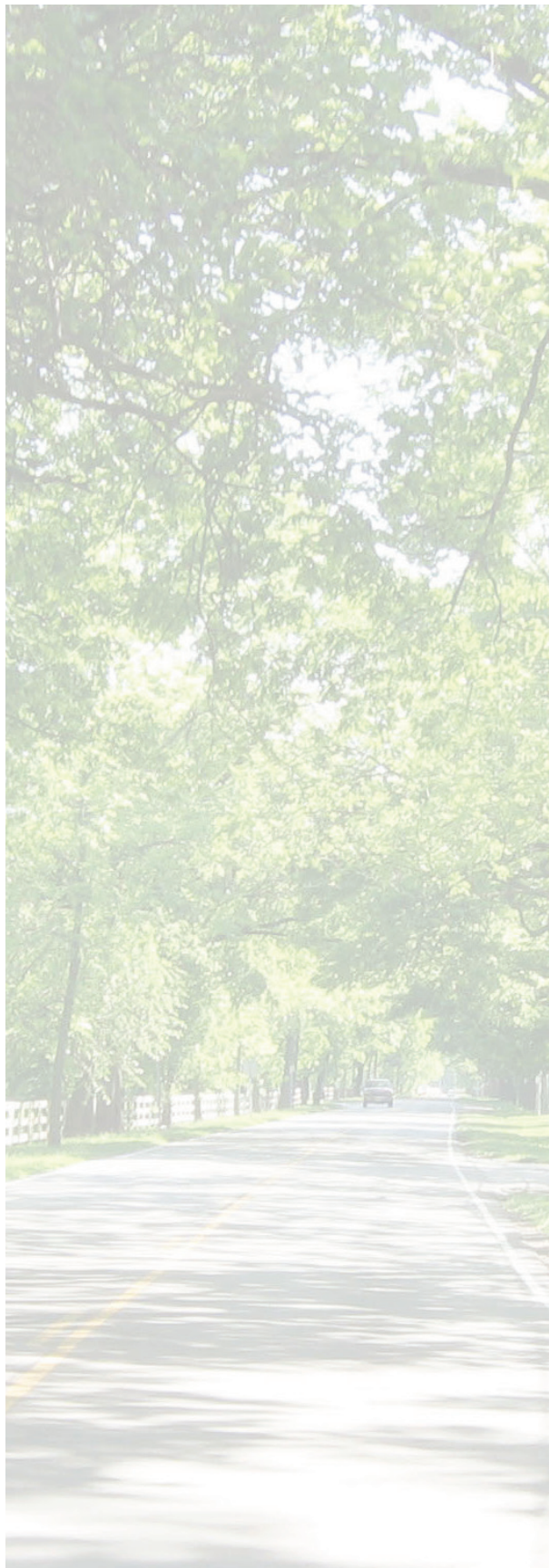




- 37 Widened River Rd with bike lanes very appropriate in that there is already a heavy volume of cyclists that either commute or train. A walking path next to the river would serve no purpose in improving this issue and would be a waste of money.
- 38 A lot could be done to enhance the usability of the River Road Corridor if the River Fields group doesn't get in the way. They seem bent on keeping it their way and the heck with anyone else getting any use out of it.
- 39 Please consider both a path for leisure walking and biking and a wide roadway bike lane for bike touring. Keep the car lanes to two, with an additional full bike lane to allow side-by-side touring and to accommodate group rides.
- 40 Leave River Road/Wolf Pen area bridge One Lane. It shows traffic and works just fine. Traffic flows into town in the am and out in the pm and people are used to stopping to let the other side thru!!!
- 41 The Interurban right of way IS THE ONLY reasonable answer
- 42 Most problems stem from trying to use River Rd for two conflicting purposes: scenic byway and urban artery (i.e. large dump trucks and boat trailers, etc.) It seems unlikely to make one road work effectively and safely for both purposes; make the road wider, but not 4 lanes; reduce and enforce a lower speed limit (25 mph).
- 43 I despise what most engineers today consider traffic calming devices. Traffic calming devices like roundabouts (General Castelman and Daniel Boone statues, as examples) are great, but modern engineer-designed ones (like Louisville Zoo or Payne Street) are WORSE THAN DOING NOTHING. If they are to be done, they need to be done well. Also, the survey asks about mode of travel on River Road. I answered 100% car, only because I have sworn off biking on River Road due to the high level of danger. If it was safer, I would be riding on an off-road bikeway once a month at a minimum.
- 44 If you build a bike lane, please design it so that it is not a trash collection lane or maintain it so it is usable.
- 45 It can all become even more beautiful without an interstate highway overhead. Build the East End bridge ... then we will see a 2nd downtown span is not needed and downtown Jeffersonville can be preserved too!
- 46 More transit and fewer cars.
- 47 Lighting along the road where it's very dark at night would be appreciated.
- 48 Please build bike lanes, it is very very unsafe as is now. Also please make a multi-use path for pedestrian/bike use.
- 49 I would only support widening the roadway (#35) in order to support bicycle lanes and pedestrian walkways.
- 50 The single most important thing that could be done is construction of multi-use path for runners, bicyclists, and walkers that is SEPARATE from the roadway. The current situation is EXTREMELY dangerous with bicyclists on the road. Such a path would encourage biking to work and leisure. This should be top priority for a Mayor who is committed to "healthy Louisville".
- 51 River Roads is one of Louisville's most beautiful natural wonders and it should be preserved and made accessible to low impact usage such as bicycles and pedestrians to encourage a healthy lifestyle.
- 52 River Rd is one of the best biking spots in Louisville, but reducing car/bike issues should be a priority!
- 53 Improved pedestrian access to the corridor and within it are very important.
- 54 Traffic on River Road is horrendous with the Harrods Creek Bridge closed. The bike traffic is also way over the top, especially during rush hour. I drive this road twice a day and it usually takes me approximately one hour to travel 15 miles from my home to downtown Louisville. The traffic at Wolf Pen Branch is unbelievable. Reduction in speed is not a problem --- traffic barely ever gets up to 20 m.p.h.
- 55 Build a 2-lane bridge at Harrods Creek
- 56 We need places where it's safe to walk dogs off leash. Not just an oversized playpen, but a place where dog walkers can walk their dogs without harassment.

- 57 bicycle commuters to downtown need Zorn to Downtown included in the development of RR! Particularly the first mile going East from Zorn on RR is too dangerous for cyclists.
- 58 make River Road a foot or two wheel road accessible only. Preserve the complete area.
- 59 Get bikes and pedestrians off River Road - provide off-road alternative routes
- 60 Bike lanes not multi-use trails
- 61 I'd love to bicycle this area, but I feel it's just not safe. I can't allow my 12-year-old son to bicycle on this road. Make more safe trails, preferably off-road. Love to walk my dog at Zorn/River Road green space. Please keep its natural essence, though it could use more trash pickup.
- 62 Too much introduction of signage, road and pedestrain improvements will chang eht cooridor character. We like the cooridor as is so preservation is the most important issue. Safety must be sensitive to the cooridor and wayfinding must have minimal impact to the scenery. Would like to see public access to Harrods Creek and Goose Creek and access to River near Hays Kennedy.
- 63 Make a safe path for bikers-- it is very dangerous for cars to pass these bikes-- turn signal at river rd and zorn av.
- 64 The River Road corridor is a wonderful community asset. Access to more non-vehicular users is an excellent goal, and with a collaborative effort including landowners it seems an acceptable solution can be arrived at.
- 65 Multi-use trails that can be leisurely biked with views of the river are an excellent addition and should be highly considered.
- 66 I'm a cyclist. I understand that we sometimes frustrate motorists on River Road, but it's usually our right to use the road, and our safety that are compromised, not the motorists'. I'd like to see a much better plan for bike/car coexistence, including better enforcement of existing laws to discourage motorists from endangering cyclists.
- 67 Please DO NOT build a stand alone bike path; the bikers will continue using the road. Widen River Road and add a bike lane. The \$700,000 bike path in Cox park goes largely unused while bikes continue to compete with traffic for the road. If you insist on building a bike/walking path, provide stiff penalties for pedestrians and bikes who ignore the path and use the road anyway.
- 68 River Road corridor is unique and should be preserved accordingly. I live very close to River Road and believe that high-volume traffic should be routed elsewhere (e.g. US 42).
- 69 Please get moving on the Harrod's Creek bridge project. I don't see a lot of activity and fear that it won't really be completed by year end.
- 70 Should consider using the old interurban right of way through Caperton Swamp and behind the Louisville Boat Club at least to Blankenbaker Laneand perhaps all the way to Lime Kiln Lane.
- 71 bikers should not be on such a highly traveled road. they need their own biker/walker lane NOT connected to the road.
- 72 If you cannot build a dedicated bike/ped path, then put shoulders along River Road and all roads in Ky!!!!!!!!!!!!!! There is no reason to reduce the speed limit to 35 mph for cars unless it is enforced (and, all over the city and Ky roads for that matter). Bikes/peds are entitled to the roads, however, without a shoulder they need to think hard and long (and pray) before battling with the drivers here. In order to preserve the River Road Scenic Byway there should be controls and they should be enforced. People should be encouraged to use the parks along River Road in a safe surroundings.
- 73 I feel that bike and pedestrian lanes are critical. There are too many areas of River Road where visibility is a minimum and trying to share the road is nearly impossible. Also enforcement of the bicyclists' use of these lanes, where lanes exist today cyclists don't always use the lanes and stay on roadway that allows little room to pass.
- 74 i cycle river road on a weekly basis , from 42 to downtown, cars get very close and have many close calls, we need a bike lane on road way !!!
- 75 Riverfields sucks cock.





- 76 1. Leave this as rural in appearance as possible. 2. Do not commercialize it like waterfront park downtown. 3. I'd agree to slower speed limit if no widening of the lanes occurs. 4. Don't widen lanes or expand to accomodate more traffic. People wanting to travel faster can take alternate routes. This is scenic drive - not expressway.
- 77 Separate the bikes from the road traffic before someone gets killed.
- 78 I there is not a contiguous safe walk/bikepath it is not worth doiing. Can we move our city into the 21st century and please add more dedicated biking and wlaking paths?
- 79 bike trails or paths! Imagine how many people can bike to work
- 80 It HAS to be safe to ride a bike on this road. I used to love it but am terrified for my life to do so very much anymore.
- 81 The road and the river are adjacent to each other so the last three questions are rather pointless. A seperate path to keep them off of the road entirely is the safest option.
- 82 Increase the space for cyclist and mass transit like vehicles and we can decrease the use of automobiles. Green up the city and people will use the facilities.
- 83 Don't allow the residents of Prospect and Glenview to dominate the conversation, it's not their road.
- 84 separate bikes and cars!!!
- 85 Slowing traffic and providing on-road bike lanes seems critically important for the safety of Louisvillians and visitors. As it exists today it is still one of the most beautiful drives in the area. It saddens me that it is not as safe as it could be. Bike lanes are everywhere in other states such as Vermont.
- 86 Do not let the business end overcome the pleasure part of the river. Some business is good for the river pleasures and some are not. Keep the open view for the most part and spread things out.
- 87 "Traffic Calming" techniques are a TERRIBLE idea.
- 88 Lets get these problems solved as river road is a treasure for everyone wanting to experience it.
- 89 multi-use pathway for bikers and walkers seems most appropriate and would involve less altering of the natural by-ways
- 90 I know so many people who hate driving on River Road now because of the danger posed by unforeseen and unseen bicycles/bicyclists. I think bicycles should be banned from River Road and, if possible, provided their a paved trail of their own. The other major defect is the virtual absence of trails such as are found in Bernheim Forest. It would be fine to lower the speed limit, too.
- 91 River Road is a critical commuter byway and that MUST be taken into account; it must also be safe for bicycles. Pedestrian traffic MUST be planned with that in mind.The Harrods Creek bridge MUST be reopened- the closing has created a safety and public hazard on #42.
- 92 I'm opposed to a multi-use path. Walking and cycling do not belong together. It is dangerous for everyone. We need two separate paths.
- 93 Listen to what Meme has to say.
- 94 Leave River Road alone. It's fine the way it is.

95 Cars have an easy enough time along River Rd as it is now - NOTHING should be done to better facilitate automobile travel along the corridor. As both a motorist and a bicyclist along the River Road corridor, I feel that it should neither be made into a car-centric expressway to move traffic as efficiently as possible in and out of town nor should it be a glorified bike path that unduly limits reasonable car traffic. No widening. Sharrows. Limit obtrusive signs - both traffic and commercial. Enforce speed limit and traffic laws for motorists and cyclists! A focus on beautification (buried utilities, signage limitations, scenic corridors) will increase the appeal and slow traffic.

96 Get the bridge open.

97 Priority # 1 should be a connected biking / pedestrian trail that runs from downtown to Wolf Wolf Pen (and hopefully to Prospect ultimately). I am glad the city has plans to improve the area.

98 Widen the bridge. Put in a walking/biking path. Case closed. Should have been done 25 years ago.

99 Walk/Bike trail eliminates road widening or bike lane or speed limit issues. Harrods Creek bridge widening is an emergency situation.

100 If we are to spend money to build bike paths, then bikes should be required to use them. They currently do not between Zorn and Blankenbaker, where there is a current trail.

101 You have to widen the road to ADD A BIKE LANE and put those bumpy reflective things on the edge of the bike lane to make noise if someone gets too close.

102 number 1 most important thing to me is a trail and improvements for cyclists and pedestrians.

103 Reduce signage. Eliminate artificial lighting. Calm traffic, keep 2 lanes. No bicycles on paths. Water taxi?

104 why didn't you do this for the bridge?

105 Take the walkers, runners, dog walkers, & bicylists off the highway. Provide them with alternatives then strictly enforce laws not allowing them on the highway except to cross it.

106 River Road is a community asset, but could be so much better. Glad to see that we are working on improvements.

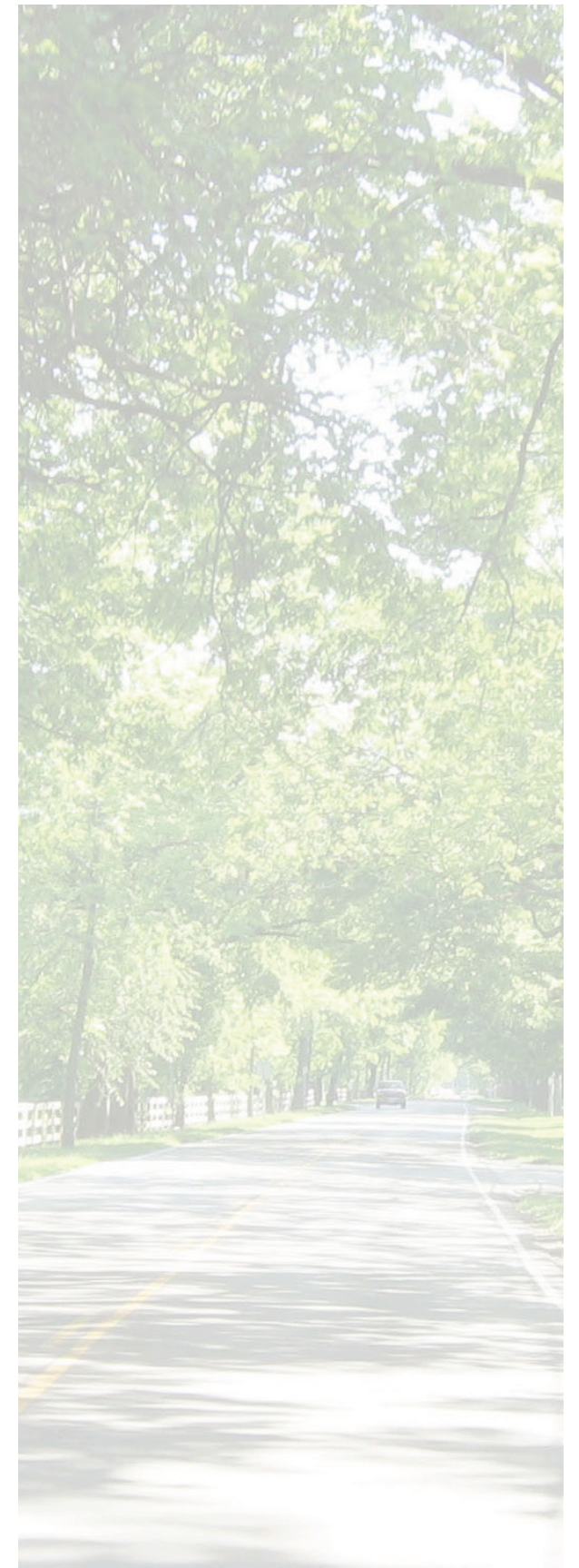
107 I believe in separate bike paths, such as that running through Cox Park, but CYCLISTS MUST USE BIKE PATHS. Currently, cyclists continue to use River Road adjacent to Cox Park, instead of the bike path in Cox Park. A separate bike path is far superior to striping off a bike lane on the existing road. Thank you

108 There should absolutely be separation of bikes and pedestrians/runners/walkers. Bikes should be used only in bike lanes along the main road, not on trails or walkways.

109 bikers obey rules

110 I like big butts and I can't deny...

111 A walking/bike path (not connected to the roadway) would take the bikes and pedestrians away from the danger of being injured by the automobile traffic. The only way to safely accommodate pedestrians and bikers as part of the roadway would be to widen the roadway significantly, which obviously takes away from the idea of a "scenic byway." The roadway could certainly be widened in some areas to accommodate turning lanes, overlooks, pull-offs, etc., but widening it for the sole purpose of supporting pedestrians and bikers is a mistake. A separate path would be a much more desirable, recreational and safe use of the right-of-way - as well as a more enjoyable experience for drivers, bikers and pedestrians.





- 112 Multi Use paths seem to make sense throughout the county. If there is a way to connect large subdivisions to shopping etc. that would be great.
- 113 Maybe because I am an "old dog", I really do not want to see any modifications to River Road. I have commented to my wife and children that it is the one place in Louisville (from Zorn Ave going east) that seems to have gone through the least change. It is a piece of my history that remains pretty much intact except for some residential additions which have not been overwhelming to the scenery. I have also told my girls when I take them to school via River Road that they should count it a privilege to get to ride through such beautiful, majestic scenery on virtually a daily basis. It is peaceful to ride down River Road. I am concerned that if it is modified in a way to draw more motor vehicles and otherwise make River Road a beehive of activity, the charm will be lost. In such a case River Road could well become a route to be avoided rather than a drive that is personally settling to me and points me to the God of nature.
- 114 this extremely long survey will result in many people abandoning it before completion. I enjoy biking along the river but consider it is a hazardous activity with the narrow lanes.
- 115 Avoid over-designing this
- 116 appropriate mile/distance markings for accident and crime locations, call-in boxes for emergency management
- 117 No more parking lots. There are thousands of parking spaces already at Cox Park. By path I hope you mean something other then a sidewalk ruining a perfectly nice natural setting. Improve the facilities that are there now. Add only where it is an absolute nessesity. Look I am for making RR a wonderful place. But we do not need to pave 30 miles of sidewalk and parking lot to do so. There are other options. The bike path in Shawnee is natural and maintains the natural beauty of the park. To bad it gets flooded so often.
- 118 Keep the homeless from hanging out and making it a shelter for them and an eye sore
- 119 There should be a path the size of one road lane, divided into to parts: One for bikers, one for walkers/runners/rollerbladers. Similar to Chicago's lakefront path. Any path constructed should not place recreational exercisers in contact with auto traffic. Our family would love it if there were a path constructed and we've been hoping for it for years. We currently drive to Cherokee Park to work out every day, and would be so happy to have the opportunity to walk straight out of our front door (we live in the Riviera community) and access a path in our own neighborhood.
- 120 Make it safe for bikes to travel.
- 121 I think that widening the roadway to include bike lanes should be the first priority.
- 122 I would suggest a bike lane to be included that would be the least expensive yet safe if necessary to at least have one.
- 123 It's a great road that is used frequently. Keep the rustic nature in tact through the least intrusive governmental methods available, and don't burden commuters or property owners too much by turning this well-kept secret into a "cultural zone" that will kill off its utility.
- 124 big problems with cyclists HOGING the roadway. Very dangerous! Pedestrians would be terrible!!!
- 125 As a cyclist I can't stress enough how dangerous River Rd has become over the last decade. More eastern development has meant more traffic & conflict between cars & cyclist. Traffic needs to be slowed and cyclist need more space. One important thing to keep in mind is that cyclist don't just stop at the end of River Rd. They ride out to S.R 329 or Rose Island Rd. Whatever cycling/pedestrian improvements are made should be extended out to the beginning of those roads. If not cyclist are going to continue to be in danger while they ride on the approximately 2 mile stretch of U.S. 42. The road is 4 lanes wide with a posted speed limit of 45mph. There is ample shoulder space to create a bike path which would get bikes off that stretch of U.S. 42.
- 126 BUILD THE GOD-DAMNED BRIDGE OVER HARROD'S CREEK. IF YOU CAN'T BUILD THE BRIDGE TO INDIANA, FOR GOD'S SAKE, PLEASE BUILD THE 300 FEET THAT CONNECTS PROSPECT TO YOUR BELOVED DOWNTOWN. NOW, YOU'RE IMPEDING PROSPECTORS FROM GETTING DOWN TO THE CORDISH ENTERPRISE SO THAT WE CAN SPEND OUR MEGA DOLLARS PROPPING UP YOUR BUDDIES FROM BALTIMORE!!!!
- 127 We need a walking and bike path from Prospect to downtown. Very glad to hear this type of project is under consideration.

128 prohibit all bicycles

129 We need River Road to ease traffic congestion and provide an alternate route for folks traveling to and from NorthEast Louisville and downtown. Thanks.

130 River Road is a unique byway and efforts should be made to preserve it. Some action must be taken to reduce the problem with bicycles, particularly on the narrow portions of the road. I believe a bike lane, with strict enforcement for both autos and bicycles would be the best solution.

131 Bikers are a problem - mostly because they don't obey the rules of the road. Providing a place for them away from the roadway would improve things (if they would use them!).

132 OPEN THE HARRODS CREEK BRIDGE- TWO LANES! It appears the work has come to a halt once again-no progress seen in several weeks. It adds approx one hour a week to my (and others) commute just waiting to get pass Wolf Pen Branch - that is approx 52/hours a year! Over one week of work! River Fields has this one wrong. Bike should not be allowed on city streets where the speed limit is over 30 mph-the streets were not designed for dual transportation methods in one lane. Share the road? How about share the cost - tax, license, insure - that's what I pay to travel the roads. It could be used to construct additional/wider lanes to safely allow bikes. Thanks for the opportunity to participate.

133 Please consider extending the bike/runner path from Zorn Ave to Frankfort Ave. Before Zorn there is a path through Cox's park and at Frankfort Ave. there are sidewalks, however, the section from the traffic light at the Zorn Avenue intersection until Frankfort, runners must use the actual road. Vehicles do not obey speed limits and are discourteous to runners/bikers, often dangerously so.

134 challenge is having a highly traveled, commuter route and a scenic, bike and pedestrian roadway at the same time.....

135 Cycling is on the rise. This is my highest safety concern for the River Road area. This area is a high cycling destination, but given the current small road and absence of bike lane/path - this is a danger for cyclists and frustrations for automobile drivers. I have great hopes for this area as I believe the improved safety and accessibility will promote the popularity of the area - increasing local tourism and the economy.

136 A bike path is needed all along River road!!!!!!

137 My comment would be that for the morning and afternoon commute the traffic lights beyond Zorn are a big pain. They hold up traffic well beyond what is needed. Plus please get the bridge open again. I am not a biker but I would like to see the bikers get their own lane (a new one) because that is a big hazard

138 a combination of both the river and the roadway would be best

139 Please finish the bridge, making it a safer bridge by making it two lanes. Don't let the city's upper class limit this area by continuing their opposition to forward progress.

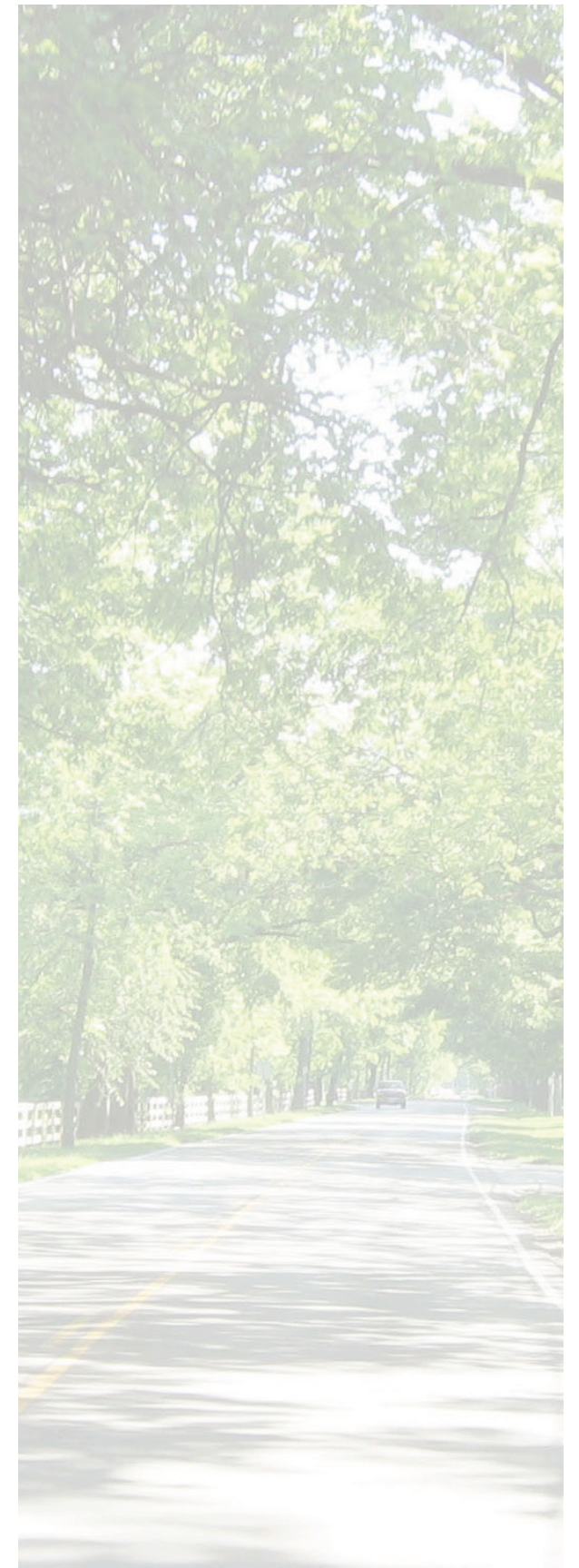
140 Thanks for the opportunity to think about and express my opinions.

141 No more soccer fields, and leave the old RRCC open for dog owners

142 TARC should run at times that are most convenient to commuters (7-9am, 4-6pm). Perhaps zoning for higher density mixed use near Prospect/Wolf Pen Branch and Zorn Ave would build demand to justify more convenient bus routes without ruining scenic views.

143 Open the Harrods Creek bridge ASAP. Been a waste of fuel and time for almost a year...get it done!

144 I drive River Road multiple times daily. Two overwhelming requests....1) Seperate cyclists from automobile traffic. They create too much danger for themselves and automobile traffic along River Road. 2) The Harrods Creek Bridge needs to open ASAP in whatever format necessary...they can widen it to 4 lanes and paint it pink if it would just get open. That bridge being closed is not acceptable to tax-paying citizens wasting precious time sitting on Wolf Pen.





- 145 I hope that this does not effect the possibility of an east end bridge. I am a supporter of 86-64 and believe that in order to alleviate traffic in the city, the east end bridge is necessary.
- 146 This road is too narrow for so much bicycle traffic
- 147 As a biker/rollerblader the main issue is the multi-use trail that does not currently exist. A connection to Waterfront Parks needs to be constructed with Cox Park. An on-road bike land should NOT be considered due to safety issues. Currently, I will not travel on River Road via bike/rollerblade for safety reasons.
- 148 I would think other city improvement projects would take priority.
- 149 Bike lanes should not be put in the roadway. They should be completely separate. Mixing autos and bicycles is an invitation to disaster. Painting a line on a road is accomplishes little.
- 150 I love River Road. It needs to be preserved. For years I used it for a peaceful commute and now I love it to ride and train on my bike. It would be great if we could have a safe lane to ride in.
- 151 As a cyclist, I think the best improvement would be the addition of a separate bike lane adjacent to the roadway. Adding driving lanes would just increase traffic and make things more dangerous along the route.
- 152 Question 18 refers to acquisition but it does not say by whom. Do you mean government or non-profit or what? Question 19 asks about more regulations. Enforcement of the ones in place would be a great improvement. There are examples all along the corridor of outright zoning infractions as well as businesses and residences that have been granted variances that are contradictory to the stated intent of Cornerstone 2000, deed restrictions, and the wishes of adjacent property owners.
- 153 Let's focus on saving lives and keeping drivers and bikers from being in accidents.
- 154 The existing bike paths suck for experienced cyclists because you have to stop at the places where the path crosses park entrances. Widening the road would be highly preferable to bike paths.
- 155 Plan roads to accomodate for the cyclists who travel daily along this corridor. I've known several cyclists who have been hit by motor vehicles. Wider roads/reduced speeds. Better enforcement.
- 156 Paths adjacent to the river would be very good, but flooding would need to be addressed.
- 157 One of the best ways to make River Road safe for all users is to enforce the speed limit. River Road sometimes seems to be more of a race track than a highway. I am sick and tired of being tailgated when driving the speed limit. You want traffic calming in this city - enforce the speed limit in sub divisions, secondary roads like River Road, and the expressways. Start with the official cars on non-official business.
- 158 Fix the Harriods Creek Bridge. Build 2 one lane bridges but do what ever it takes!
- 159 PLease make it safer to walk/bike between 4 lanes on River Road to the Water Tower...it is SOOOOOO dangerous for bikers and walkers!!!!
- 160 separate the bikes from the cars! they are natural enemies but bikes deserve the road as much or more than they do
- 161 Make this road safe for bicyclists to allow safe riding into Oldham County.
- 162 River Road is best utilized/should be managed as a recreational/leisure corridor. Business/commercial use of this area should be kept to a minimum, maybe in desingnated areas at the beginning or end of the corridor
- 163 It is one of the primary biking routes in the area - make it safer for motorists and cyclists.
- 164 My primary interest is to make River Road more bike friendly which to me means using it as a scenic byway and not a major throughway for rush hour - and putting up some share the road signs.

165 Whatever is most expedient, fiscally sound and safest for Louisville's athletes!

166 whatever makes walking or biking safer. College educated people will not move to Louisville as it possesses miserable city walking and biking facilities. The talk is good but only lasts so long. I'll probably leave soon myself, along with my education and my dollars.

167 Bike lane should be separate from roadway if at all possible.

168 Fix the damn Harrods Creek Bridge!!! To hell with River Fields!!!! Bicyclists should be cited when they ignore traffic rules and signage. Some of us actually use River Road as a road. Keep that in mind as you redesign the area, which you will do regardless of what anybody else thinks.

169 Improving the safety of bike travel along RR would enable me to use the corridor much more frequently. As it is now, I only use RR early on Sunday because of safety concerns about other times.

170 Please lower the speed limits! 45 is just too fast for this road, even if it weren't used for cycling...widening with lanes for cycling would be great, but even without River Road should be scenic, not a commuter route...I64 and I71 are near-by for easy commuting...

171 I live right off of River Road in Glenview so I frequently bike, run and drive on River Road. No matter which mode of transportation, I generally do not feel safe.

172 stop harrods creek bridge work obstruction - let the work continue, it's been long enough.

173 Bikes need separate space. Not just another lane in same space like second street-what a mess that is.

174 The highest priority right now should be reopening of the Harrods Creek Bridge! It's a public safety hazard - number of lanes is not important. River Road is a critical artery for Prospect.

175 WHY NOT MAKE RIVER ROAD ONE-WAY IN THE AM AND ONE-WAY IN THE OPPOSITE DIRECTION IN THE PM AND LET CYCLISTS HAVE THE OTHER LANE THEREBY SEPARATING CYCLISTS AND MOTORISTS?

176 Get the Harrods Creek Bridge open as quickly as possible. Its closure causes a safety hazard for those that live in the area.

177 Access by car, bike and foot is definitely needed, beyond that the conveniences that would go with them for travel by each mode, parking benches, rest stops etc

178 I love this project and I'm excited about the changes to make it more accessible to bikers, walkers, runners and recreational boaters.

179 Place flashing lights in the pavement along crosswalks that are activated when pedestrian approaches the crosswalks (like on Marco Island, Florida)

180 Should consider sections of the old Interurban rail line that runs parallel to River Rd.

181 Open the Harrods Creek bridge!!!!

182 I am totally opposed to the fight over the Harrods Creek Bridge. I believe the bridge should be widened to allow for safer flow through the area. I think River Fields has damaged its reputation and goodwill through the community.

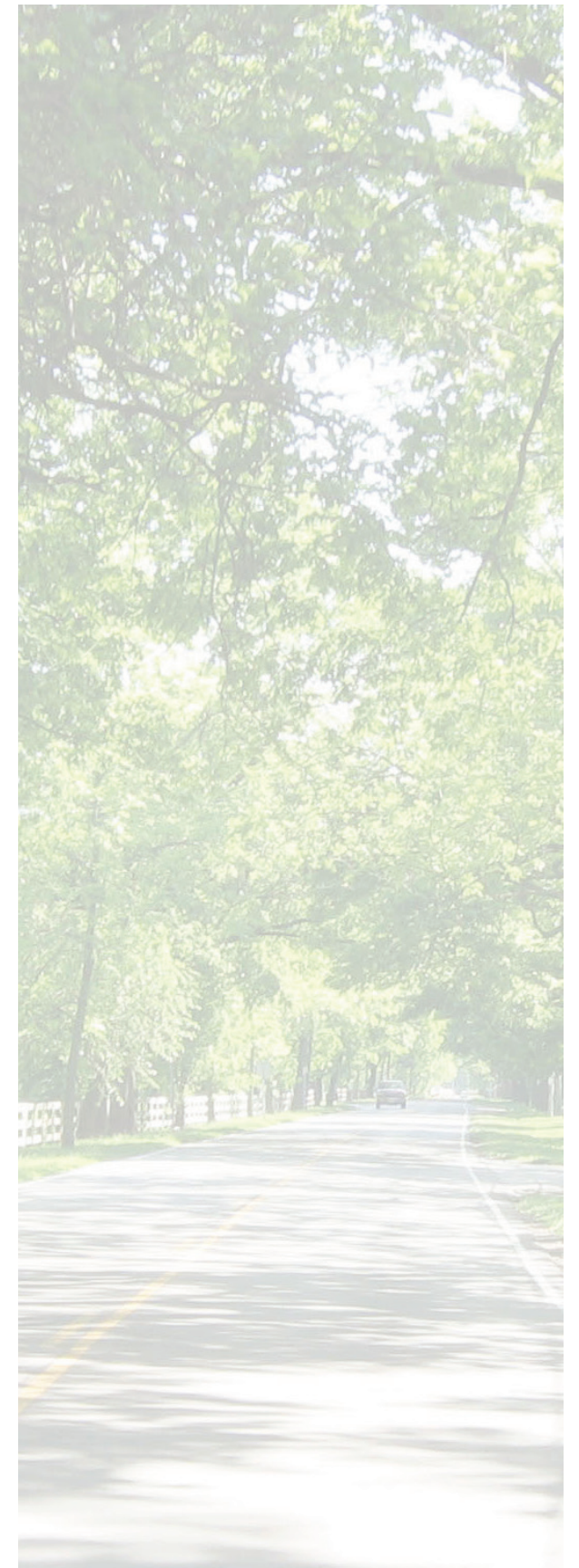
183 Consider the pat on the inner urban bed. Also the RR/Wolf Pen intersection was fine before they put in the stop sign on RR - take that out now it serves no purpose just backs up traffic. Keep the one lane bridge one lane and we will not have to change this intersection.

184 Finish the Harrods Creek bridge asap and make it two lanes!

185 the road should be made a toll road with only people living on or near river road to have free or discounted access and others, esp from Oldham County having to pay a substantial toll to use it. also finish the bridge.

186 Bike/Walking Lanes and Trails would be great. The River Road area is beautiful and it would be nice to enjoy it as a biker/pedestrian safely!

187 I would only support widening of the roadway if it were for construction of bicycle lane that could not go anywhere else.





- 188 The Ohio River has always been the defining attribute of our city, and we should protect its natural integrity, scenic beauty, and historical importance. To that end, River Road should be made more accessible for PEOPLE and less accessible to commuters who should be traveling on US42 or I71. The speed limit should be reduced to restore the scenic quality of the prettiest stretch of road in the county.
- 189 The Harrod's Creek bridge must be opened - one lanes, two lanes, twelve lanes - none of this survey matters if River Road remains an interminable traffic jam every evening.
- 190 Open the Harrod's Creek Bridge! Open the Harrod's Creek Bridge!
- 191 Widen Harrods Creek Bridge ASAP before Riverfields argues for crossing in a horse & buggy only!
- 192 Hope the Harrods Creek bridge will be open soon...4 lane is good.
- 193 there should be a safe path for walkers and bicyclists to use and enjoy all the way from at least Prospect to downtown, where it can join up with existing bikeway. My husband and I biked on a Sunday from Glenview Avenue to downtown and felt like we were risking our lives. Staying on the 4 inch berm with cars whizzing by completely obliterated any ability to enjoy the sites and sounds of the river and parks. It was also difficult to join up with the established path once we reached downtown, having to guess how to go to get onto the path leading west from town, at one point carrying our bikes down steps. Path is lovely once you finally access it, but the majority of our trip was unpleasant. Wouldn't do it again. My brother lives in Lincoln, NE, where they have rails to trails, as well as sidewalks and/or bikelanes on ALL of their streets. He bikes safely and regularly from his home in the suburbs to his job near downtown, a distance of 7-8 miles. I tried to bike, again on a Sunday, from my east end home to work place in St. Matthews. Never again--far too dangerous. It is no mystery why Kentuckians are so obese and reliant on their cars.
- 194 Close to the river would be good, if it's a walking trail (dirt or gravel). If a paved road, this might interfere with the natural beauty of the riverbank, so that might be more appropriate closer to the road.
- 195 current vehicle/bicycle integration is a disaster - need seperate and independent roadways for each type of user

46. Do you own property on the River Road Corridor?			
		Response Percent	Response Count
Yes	<div><div></div></div>	10.4%	79
No	<div><div></div></div>	89.6%	679
answered question			758
skipped question			16

47. Are you a resident of the River Road Corridor?			
		Response Percent	Response Count
Yes	<div><div></div></div>	13.7%	104
No	<div><div></div></div>	86.3%	653
answered question			757
skipped question			17

48. Do you own or operate a business on River Road?			
		Response Percent	Response Count
Yes	<div><div></div></div>	1.5%	11
No	<div><div></div></div>	98.5%	742
answered question			753
skipped question			21





49. What is your age group?				
			Response Percent	Response Count
18-24	<div></div>		2.6%	20
25-34	<div></div>		15.5%	117
35-44	<div></div>		18.6%	141
45-54	<div></div>		28.1%	213
55-64	<div></div>		23.2%	176
65+	<div></div>		11.9%	90
	answered question			757
	skipped question			17

City of Glenview River Road Survey Results:

Date: June 2009 Respondents: 107 Total Households in Glenview: 262

- 1. Did you know that River Road is the only Kentucky Scenic Byway in Jefferson County? YES= 59 NO=46
- 2. How do you feel generally about a bike path, pedestrian walkway, or shared use path between Prospect and Zorn Ave? For=83 Against= 24
- 3. Would you use such a path? YES= 60 NO= 43
- 4. How do you use River Road now? Walk [12] Bicycle [16] Motorcycle [4] Auto [100] Commute to work [56] Run [12] Sightseeing [25] Entertainment [8] (check all that apply)
- 5. Would you be in favor of narrowing the driving lanes to reserve width for bikes and pedestrians? YES= 24 NO=80
- 6. Would you be in favor of widening the roadway to provide width for bikes or pedestrians? YES= 75 NO = 31
- 7. Would you be in favor of banning or restricting large vehicles from River Road, like trucks or tour buses? YES= 55 NO= 38
- 8. Would you be in favor of the installation of public amenities, like benches, shelters, restrooms, pull-offs, historical markers? YES= 41 NO= 56
- 9. Do you think a pedestrian or bike path should be off set, separate from the existing roadway? YES= 72 NO= 19
- 10. Would you be in favor of methods to slow the traffic on River Road so that people are better able to enjoy the scenic nature of the roadway, and more easily turn on to River Road from side streets? Techniques could be reducing the speed limit, changing the pavement texture, lane narrowing? YES= 33 NO= 62
- 11. Would you be in favor of signs on River Road that require motorists to yield the right of way to pedestrians or bicycles? FOR = 35 AGAINST= 64
- 12. Would you favor the removal of trees and wet lands in order to widen River Road or establish a separate bike or pedestrian path? YES= 52 NO= 40
- 13. Would you favor the removal of trees, or shrubs to create better views of the River? YES= 47 NO= 50
- 14. If you own property that abuts River Road, would you agree to donate or sell right of way to facilitate a bike or pedestrian path? YES= 7 NO= 10



Stakeholder Interviews Summary

Stakeholder Interviews were conducted consisting of key groups or individuals along the corridor to create local partnerships and determine important program elements. Four stakeholder groups were identified to be interviewed during the process. The groups were broken into common themes including Environmental, Historical and Cultural, Recreation, Neighborhoods and Business along the corridor. The business group was further broken into three categories; River Road at Zorn Avenue, Captain Quarters Center to Wolf Pen Branch and River Road at 42 Center.

Stakeholder Interview Summary - July 7, 2009 Captain Quarters Center to Wolf Pen Branch

Invited:

Andrew Masterson, Captain Quarters Riverside Grille
Bill Andriot, Captain Quarters Yacht Club
Brent George, Cunningham’s Creekside
Vicki Hoover, United States Post Office
Sharon Scheer, Chick Inn
Ray Medley, Ray’s Spirits & More
Sherrill Holley, Eva Mae’s
Steve Rauh, Creekside Landing Marina,
Jennifer Wheatley, Happy Hounds, LLC
Russ Lowen, Harrod’s Creel Imports, Inc.

In attendance:

Vicki Hoover, United States Post Office
Sharon Scheer, Chick-Inn
Russell Lowen, Harrod’s Creek Imports, Inc.
Dirk Gowin, Public Works
Felicia Harper, Gresham, Smith and Partners
Jon Henney, Gresham, Smith and Partners

Jon Henney started the meeting with a brief summary of the River Road Scenic Byway Corridor Management Plan and asked if there were any issues or opportunities that the participants saw as business owners along the corridor.

Mr. Gowin stated that it is known that the closed bridge has an impact on all businesses and hopefully that will be resolved soon, but this study will not address the bridge since it has already been designed and approved through Public Works. He wanted to know if a separate location for pedestrians was sought along the corridor and where would they like it to be located.

Ms. Scheer confirmed that parking was a problem for her business, Chick Inn, along with all the restaurants located in the Harrod’s Creek area. She said that Judy Parr

is the landowner for Chick Inn as well as the adjoining parcels around the area. The properties are managed by PLN Management Company out of Prospect, KY. She will provide Gresham, Smith and Partners with the contact information.

Mr. Lowen stated that the hills and valleys in Harrod’s Creek would make it difficult for a trail to run through it. He believes that Harrod’s Creek is “a place time forgot.” He thinks it would be a good idea to have historical markers where the interurban railroad was located as a great way to show history of the area and as a way to attract visitors to Harrod’s Creek.

All business owners agreed that the Harrod’s Creek area needs to be promoted as a “destination.” Their main concern is to keep people safe. Mr. Lowen would like to see a divider between the pike/ped path and the road. This could be difficult because there is no shoulder along the roadway. Mr. Lowen suggested using Hilton Head as an example. They use traffic circles for traffic calming and have bike paths and pedestrian paths separated from the roadway.

Ms. Scheer stated that Creekside Court is a good option for a bike or multi-use path. Creekside Court is located at the rear of Chick Inn and surrounding retail. There are currently a few old cabins that need to be torn down but this would be an excellent option for location. There is also development potential along Harrod’s Creek that could make this area a retail node. She would like to see boat ramps and docks behind their property to promote boat traffic.

Ms. Hoover noted that the old Harrods Creek Fire Department and Chandler property is for sale (located at Wolf Pen and River Road). It was mentioned that this site would be a good location for public parking. The group felt that public parking would encourage people to park their cars and ride their bikes or walk to destinations in Harrod’s Creek. Mr. Gowin stated that the area under the proposed East End Bridge would also be a good location.

Mr. Lowen stated that the intersection of Harrod’s Creek is dangerous. The general store that is located in the triangle is run-down and needs a new user. This would be a good location for a museum or a visitor’s center promoting Harrod’s Creek.

Ms. Scheer stated there would be a need for restroom facilities along the corridor if a multi-use path is installed.

The group would like to see unique lighting along the corridor to let visitors know that they are in Harrod’s Creek. There are no city-owned lights in the area. Banners along Harrod’s Creek would also help create a sense of identity.

Stakeholder Interview Summary - September 30, 2009
River Rd to 42 Center

Invited:

Dennis Hall, Frank Otte
Mike Francis, J Harrod's Restaurant
Paul Shrader, Prospect Mini Storage/U-Haul
Tammy Gadlage, Harrod's Creek Marine Supply
Derrick Nixon, AT&T
Holly Walls, La Petite Academy, Inc.
Mike Carpenter, Warben, Inc.

In attendance:

Dennis Hall, Frank Otte
Mike Francis, J Harrod's Restaurant
Paul Shrader, Prospect Mini Storage/U-Haul
Derrick Nixon, AT&T
Holly Walls, La Petite Academy, Inc.
Felicia Harper, GSP
Jon Henney, GSP

Jon Henney started the meeting with a brief summary of the River Road Scenic Byway Corridor Management Plan and asked if there were any issues or opportunities that the participants saw as business owners along the corridor.

Paul Shrader stated that 3-lanes from Timber Ridge to US 42 would be beneficial because of the arrival of semi-trucks and box trucks throughout the day. This causes major congestion into and out of all businesses so improvements that would address delivery, access and traffic flow should be completed. He also suggested that sidewalks be installed so that residents can walk to destinations.

Mike Francis suggested that if bike lanes are installed that sidewalks also be installed to provide safe access for all of the community.

Mike Francis said that the bridge located by his property has been an issue in the past. It is very narrow and there is no up-keep on the bridge structure.

It was determined that the character of this portion of the corridor is different than the rest of the corridor with its dense population along the road.

Holly Walls said that visibility is a problem with the school and the bridge closure has had a major impact on the school.

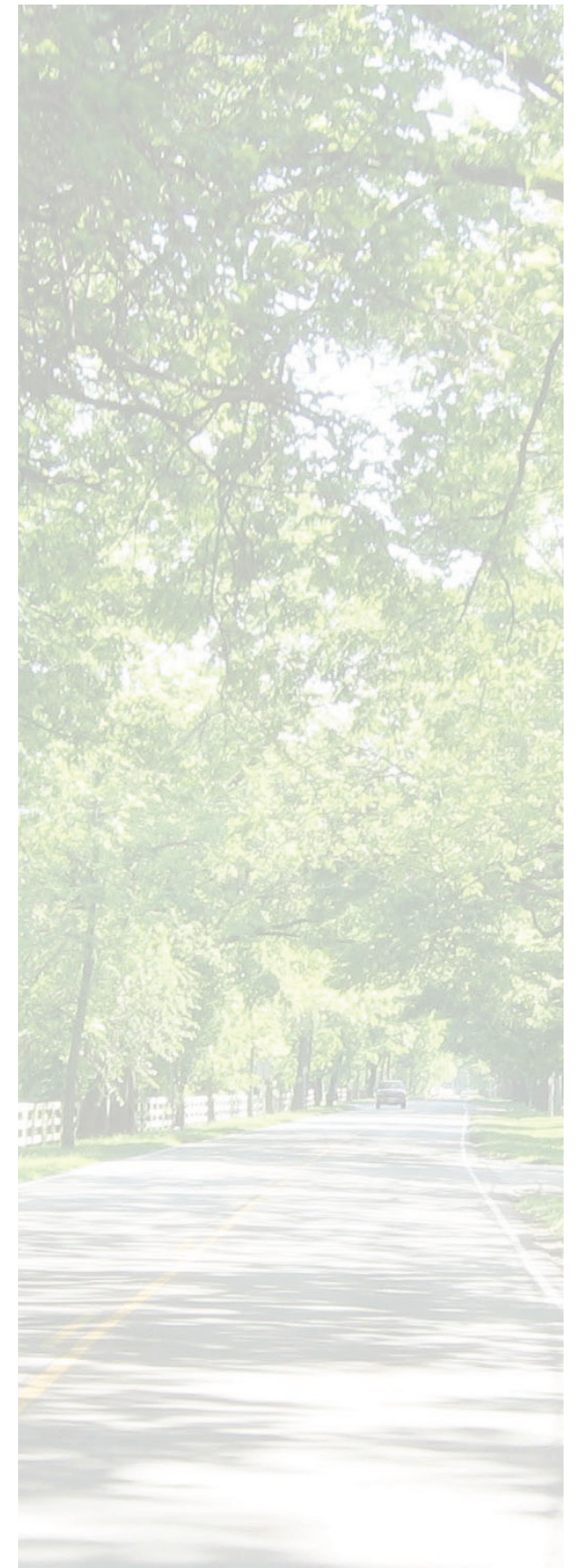
It is important to create a natural flow and not to make any improvements that make it inconvenient to drive the corridor.

There is a need for sidewalks from Bass Avenue to Hays Kennedy Park to promote accessibility to and utilization of the park.

A pedestrian crosswalk is recommended at the shopping center for pedestrians who park at the center and cross River Road to the church.
Speed is an issue along River Road and there is very little enforcement from Prospect.

The Prospect stakeholders believe that there is a perception that River Road ends at Captain Quarters and that the one-lane bridge prohibits the community to drive to US 42 along River Road. Connectivity is a concern that should be addressed in the CMP.

There is limited space between the road and businesses along River Road in the Prospect area.





Stakeholder Interview Summary – October 5, 2009
Zorn Ave at River Road

Invited:

Sukh Bains, Jim Hendrix Chevron & Marathon
Nick Krishnani, Ramada
Charlie Brown, King Fish
Ed Miller, Falls City Boat Works
Bill Shore, American-Turners
Benton Keith, Louisville Visual Arts Association

In attendance:

Sukh Bains, Jim Hendrix Chevron & Marathon
Charlie Brown, King Fish
Ed Miller, Falls City Boat Works
Rory McMahan, McMahan Group
Dirk Gowin, Public Works
Felicia Harper, GSP
Jon Henney, GSP

Jon Henney started the meeting with a brief summary of the River Road Scenic Byway Corridor Management Plan and asked if there were any issues or opportunities that the participants saw as business owners along the corridor.

Charlie Brown stated that in the past he had permitted Public Works to allow a sidewalk to cross his property at the driveway but believes that a stop light is needed at Mockingbird Valley and River Road because of the difficulty turning out of his property from 4-7 PM.

Dirk said that if there is enough traffic at the intersection to warrant a signal then one should be installed. He will have Public Works check the traffic counts.

A new professional soccer team is now in playing games in Louisville. They will be playing home games at Mockingbird Valley and will bring between 600-800 spectators to the area, adding significantly to traffic volumes. Spectators will park at King Fish and take a shuttle to the club.

The status of the widening of River Road west of Zorn was discussed. Dirk said the widening has been delayed because of many factors, including the prohibitive expense of relocating numerous utilities. Public Works is working on a new design for the widening.

One concern of the business owners is the over-crowding, traffic congestion and security of Cox's park on Sunday afternoon. It was determined that the project consultants would address the traffic congestion with the Metro Police Department. The alignment of entrance to the parks needs to be reconfigured to address traffic concerns.

It is important to be able to manage traffic while still maintaining sufficient volumes to support surrounding businesses.

Maintenance of the River Road corridor is important to the community. Preserving scenic views of the river and improving landscaping are vital to maintaining the character and visual quality of the corridor.

Concerns were expressed about the increase of bicycle volumes on River Road and the impact it will have on traffic if bicycle lanes are installed. Charlie Brown believes that River Road is too dangerous for bicyclists and would not be willing to give his private land for ROW.

Sight distance is an issue at Blankenbaker and River Road. The overhanging trees block the view for vehicle traffic which causes major safety concerns.

The property owners thought it would be a good idea to use River Road at Zorn Ave as a "destination," stating that any improvements to the intersection of Zorn Ave and River Road would improve their businesses. Any connectivity between Zorn Ave and River Road would be welcomed.

Stakeholder Interview Summary– July 14, 2009
Boating Community

Invited:

Commodore Ray Kleinhalter, The Louisville Sailing Club
Commander Kyle Fisher, Louisville Power Squadron
Phil Bills, Cruising Club of Louisville
Commodore Mike Issac, Limestone Bay Yacht Club
Mark Windhorst, Harrod's Creek Boat Owners Association
Steve Rauh, Creekside Landing Marina

In attendance:

Phil Bills, Cruising Club of Louisville/Limestone Bay Yacht Club
Steve Rauh, Creekside Landing Marina
Jon Henney, Gresham, Smith and Partners

Mr. Henney started the meeting with a brief summary of the River Road Scenic Byway Corridor Management Plan and asked if there were any issues or opportunities that the participants saw as users of the river and River Road corridor.

Steve Rauh said that he would like to see provisions for kayakers to access Harrods Creek or the Ohio River at his end of the corridor. He said while there are several access points (he mentioned Creekside Landing and the Captains Quarters ramp), there are no public boat ramps east of Cox's Park. Mr. Rauh felt that access to the creek near the Harrods Creek Bridge would be an ideal location.

The issue of the closed Harrods Creek Bridge was raised. Mr. Rauh said that many of his boaters liked to walk from Creekside to the various restaurants in the Harrods Creek area. Mr. Henney said that while the Scenic Byway Management Plan scope would not address the decision to reconstruct the bridge, it would look at how bicycle and pedestrian users would cross the creek. Both gentlemen were in favor of solutions that would allow for walking safely along the corridor. Mr. Rauh said that speed was a concern and felt that once a two-lane Harrods Creek Bridge was opened traffic volumes and speeds would only increase.

Both also felt that the corridor was ideal for cycling. Mr. Bills stated that the scenic quality of the road combined with relatively flat terrain was an attraction for cyclists. Both stated that provisions for cycling in some form or another should be pursued. Mr. Henney stated there were three basic levels of cyclists based on ability and experience—the "A" cyclist (most experienced, commuter rider), the "B" cyclist (recreational rider), and the "C" cyclist (least experienced and/or child rider). He went on to say that an ideal plan would include provisions to accommodate all three cycling levels.

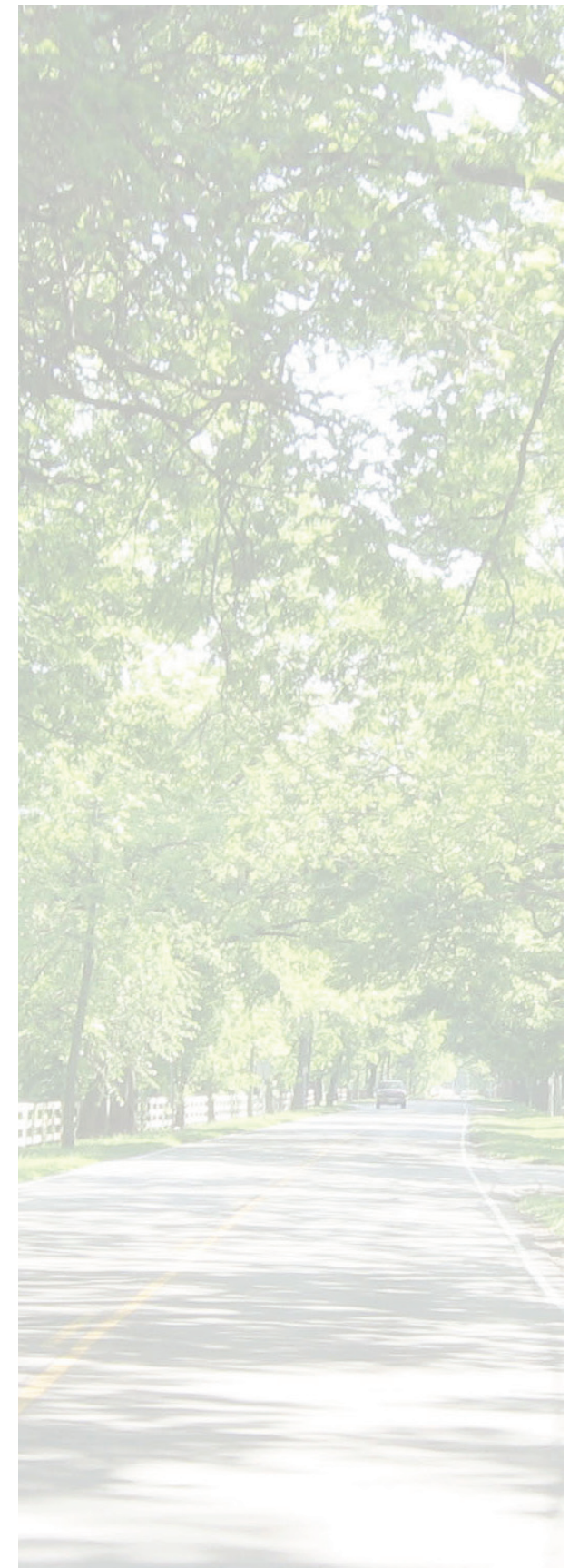
Mr. Henney said that generally speaking there are three options for locating bicycle and pedestrian facilities—on or immediately adjacent to River Road itself, near or immediately adjacent to the Ohio River, and south of River Road, set back from the roadway. He said that when considering the latter option the location of the former inter-urban rail line is often suggested, but added that that property as reverted back to private ownership. Henney went on to say that the solution will likely offer some

combination of all three general options. He asked Mr. Bills and Mr. Rauh if they saw benefits or shortcomings of any particular option.

Mr. Bills said that putting facilities near the River would likely be a maintenance concern for the city because of all the flooding. Mr. Rauh said he felt that near Creekside Landing there would be room along the road. He questioned whether there was adequate room elsewhere along the corridor for facilities immediately adjacent to the road. The group talked about the overhead utilities and the possibility of burying them to gain additional room.

Mr. Henney noted that one option being explored would be a connection that follows the Louisville Water Company's easement for their new infiltration facility. He asked about a Harrods Creek crossing and what concerns boaters might have. Mr. Rauh said there are very few sailboats kept upstream of Harrods Creek. He said that when he sails his boat, he already has to put his mast down to navigate the Harrods Creek Bridge. Mr. Bills felt that a crossing upstream from the Captains Quarters Marina shouldn't be a problem. Mr. Rauh noted that the farm east of Harrods Creek is owned by the Thompson family (editors note: now held by the Harrods Creek Land Trust) and that a connection along the edge of that property adjacent to the creek would be beautiful. He went on to say that it could also be a maintenance issue however, because of the periodic flooding.

Mr. Bills noted that the area adjacent to the Ohio River between Limestone Bay and Captains Quarters is controlled by the McBrides (editors note: William McBride Family Trust) who operate and maintain a fleet of tugboats. He also felt that residents along the river would not want to see a multi-use trail along the river side of their properties.

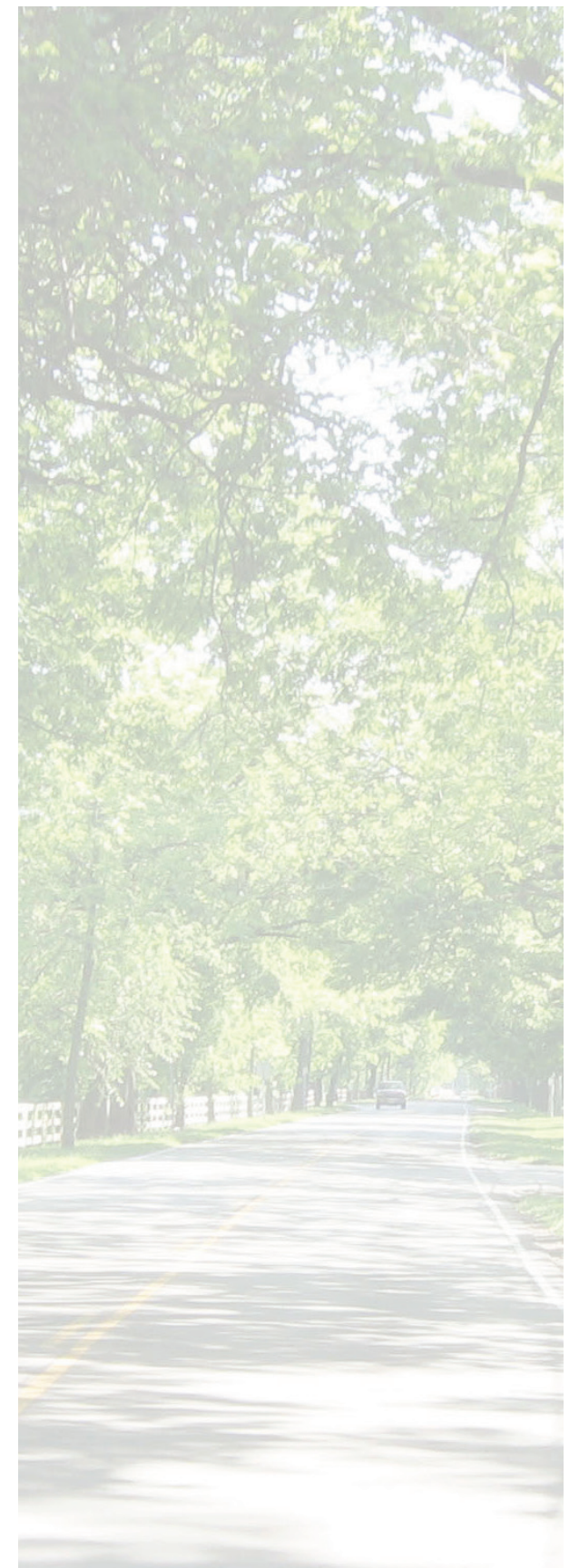


Public Meeting Comments

Public Comments		
Name	Yes	Comments
16-Jun-2009		
		No new lanes
		Enforce Speed Limits
Joan Mccombs	No	Louisville should lead instead of always being behind times. Been talking about bike trails for years and nothing has happened.
	No	Rode to this meeting on my bicycle from Zorn Avenue to Wolf Pen Branch on River Road. Experienced bicyclist however I was threatened and harassed by passing motorists. I was shocked by the high speeds of passing motorists. River Road should not be a superhighway. Any plans should accommodate kids, people with mobility impairments and pedestrians.
Amanda Dreckman	No	Support: 35 mph speed limit for all of River Rd, 3 ft bike lanes on both sides of River Road wherever feasible, Preserving trees & Historic structures (including fences), keeping the Harrod's Creek bridge 1 lane because it slows down traffic including bicyclists and helps residents pull out on River Road
Barbara Allen Knebelkamp	No	Believed that the public meeting bogged down in hypothetical construction minutia despite the fact that overall preservation concepts, usage goals, and future legal protections have yet to be addressed with the area residents, representative organizations such as RiverFields or indeed teh citizens of Louisville as a whole. Grew up on Sutherland and grandparents gave it the name Winona, meaning "beautiful place" in the local Indian language and which explains why it is so important that the River Road Corridor is preserved forever. Understands the local residents' concerns about possible plans to take some of their property for various forms of road/bike/ pedestrian construction, but everyone who lives in Louisville also should be very concerned about this property and its relationship to the river which is our City's heritage. Another point of concern was the refusal to discuss the Harrods Creek bridge and its relationship to River Road.
Sallie Bingham	Yes	Streamline the public meetings. There is no need to take so long to gather answers to obvious questions. You will drive away the public if time is wasted. I would suggest the moderator(one consultant needed) who is able to move the process along. I would also suggest that you concentrate on re-opening the Harrods Creek Bridge, a problem that makes other issues seem irrelevant. And unless new development accessing River Road is controlled, all efforts for preservation of the road's rural character-which most people rate a high priority-will be nullified. Bear Solution: No changes!
William Lovenho	Yes	I think bikes should be restricted on River Rd during rush hours if no bike lanes can be added
Steve Parsch Marcia Johnson	Yes	Increase Speed control so bike and walkers can enjoy the road without fear of being hurt by cars/trucks. Keep the one-lane bridge with lights on either end. River Road was never meant to be a high traffic route. Keep it a scenic byway. Control the weight of trucks on bridge. Use camera technology. Lower speed limits and monitor/ticket speeders by camera technology. Install stoplights at River Road and Timber Ridge as well as Wolf Pen and River Road.
Ginny Hoch	Yes	Get a better group of people-Direct meeting more friendly
Brad Swope	Yes	Anything less than bike lanes in both directions will be unacceptable and met with intense and organized lobby for bike lanes



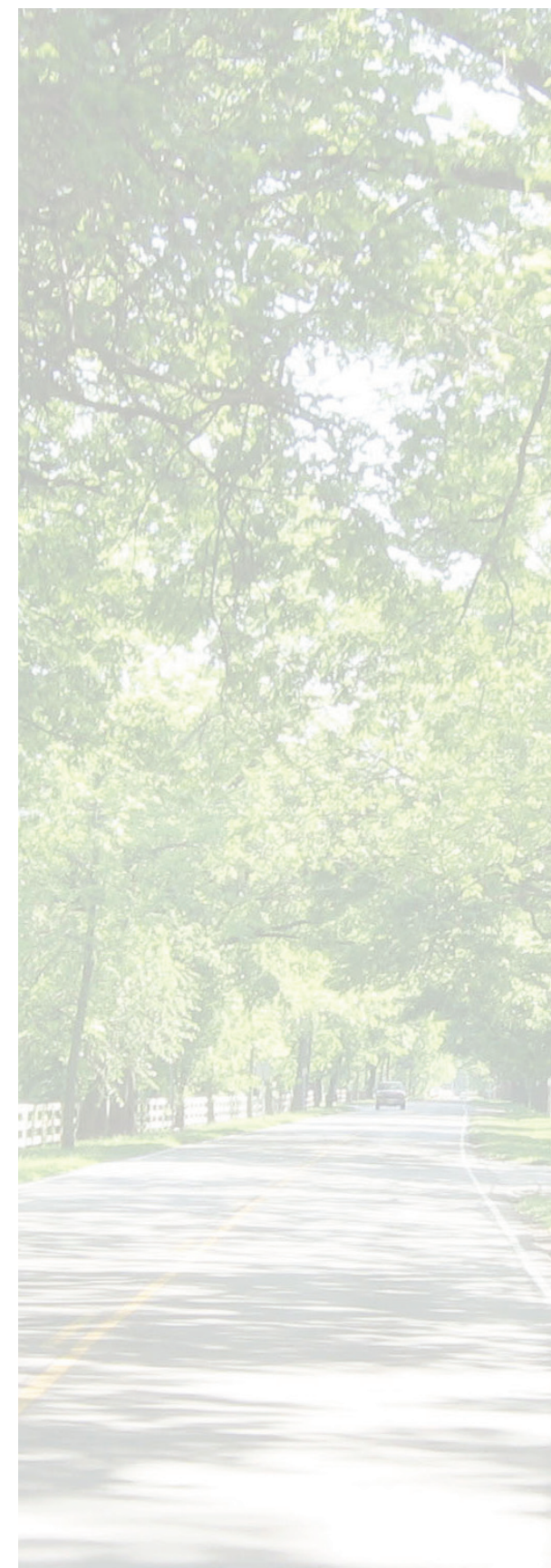
Jude Clark	Yes	River Road has the fewest number of intersections and the lowest traffic volume of any major artery that leads from the north and east outskirts of the city to downtown. This attracts cyclists because it is the safest route for cyclists to take into and out of downtown. Cyclists regularly try to get out of the metropolitan area and into the more rural sections of Oldham, Shelby, Spencer, Henry and Trimble Counties. River Road is used by cyclists every day of the week throughout the day. The best way to accommodate cyclists and automobiles using the same road is through the addition of bike lanes along the side of the traffic lanes. A bike lane, six to eight feet wide, allows the cyclist plenty of room, and makes it easy and safe for motorists to pass cyclists without having to move left across the center lane. A bike lane can be constructed at less cost than a separate bike path, since it merely requires widening the existing roadway and marking the bikeway, rather than acquiring right of way constructing a separate pathway several feet away from the existing roadway. River Road is the most traveled cycling route in the Community. The present width of River Road creates a dangerous situation for cyclists and automobiles. A bike lane on either side of renovated roadway would greatly enhance traffic movement for cars and bikes, and would enhance the safety of all the people in the community who use River Road.
Tom DeMuth	Yes	One of the best views of our River was River Road from River Valley Club to Glenview Ave. River no longer visible due to over growth of weeds etc. Removing this would open up a great view of the River.
Tom Pike	Yes	In the past few years, there has been a significantly more traffic, primary the result of regular use by commuters living in the rapid growth areas of east Jefferson and north Oldham Counties. As Jefferson County's only designated scenic byway, the primary use of this corridor with its special historic and scenic features should be recreational-pleasure drivers, bicyclists, motorcycles, joggers, skaters and walkers. Necessary changes to River Road are ones that encourage recreational use and make it safer and more pleasurable. Changes that encourage commuter traffic should be discouraged. Harrods Creek Bridge should be restored as a one lane bridge, with shoulder lanes for non-vehicular traffic. A two-way bridge will eliminate the pauses created by one-lane traffic. It will encourage more commuter use and necessitate new traffic lights at the Wolf Pen Branch and Lime Kiln lane intersections, all of which will be detriments to the primary function of River Rd as a scenic byway. Bike lanes should be added to both sides of the road. A separate path should be built for joggers, skaters, casual cyclists and walkers as part of the proposed 100 mile loop. Reduce speed limit from 45 to at least 40 mph.
Lisa Holt	Yes	Important to have smaller meetings with individual stakeholder groups to get their needs and questions addressed.
Mary Wilson	Yes	A hike and bike path along River Rd would be a wonderful thing and would be willing (within limits) to sacrifice a portion of my front yard. Would be a big asset for our city and would improve safety for the bicyclists and motorists who are already sharing River Road. A single 4 to 5 foot lane adjacent to River Road should be the goal. Power lines should be underground and this would increase the scenic value of the river to land holders and could in part make up for the loss of privacy inherent in having a hike and bike path adjacent to one's front yard. Boosting the scenic value of the river might also be particularly valuable to institutional land holders like the Louisville Boat Club. The speed limit should be lowered if a hike and bike lane were added.
	Yes	Comments relating specifically to the Louisville Boat Club (LBC): 1. Safety continues to be a primary concern with the several entrances from LBC onto River Rd. 2. We believe that there are two primary groups of bikers: a) Skilled bikers who will always use River Road no matter where the scenic trail is sited. b) Leisure bikers who would be willing to use a scenic trail 3. Drafts of the plan should be presented sooner rather than later to allow for open discussion.





Robin Cushing	Yes	Suggest a dual purpose recreational path closer to the river constructed to help control erosion (ex: concrete dock replacing wooden one at Captains Quarters). Also looking for suggestions about how to use family’s property located between the Baptist Church and Latin School. Possibly open Mayfair to the street bordering Kroger lot and make community gather area such as Westport Village or Summit Center. Another idea would be to build a Belvedere area over re-opened Mayfair.
Brad Swope	Yes	Please install bike LANES both sides of River Road and lower speed limit to 35 mph entire length.
Sharon Higgins	Yes	Owner of 4515 Upper River Rd. Would like to see riverside land cleaned up and maintained better. Would like updates relative to this project.
Ron Schneider	Yes	River Road improvements should include shoulder without rumble strips. Harrods Creek Bridge should remain one lane.
Neil Kunkel	Yes	Bury the electric lines using the 10’ ROW electric easement for expansion. Existing fences will need to be moved back from ROW. Any expansion should consider walkers and hikers space not just bikes. Keep the River view open to the public and seek authority to do this. A few property owners along the N side permit undesirable plant species to block scenic river views. (Glenview Ave) Consider cut outs along the way where public can stop and sit and look and walk about.
		Keep one lane bridge
		Better Questions
		There needs to be a wide bike path and separate walking path from Lime Kiln Ln to Downtown Louisville. Maintain scenic byway with historic preservation.
		Please post the RAW data & Questions in a usable format on the web
		The questions should apply to those living on River Rd instead of asking for our fantasy utopia dream trip. Complete waste of time. Left out any interest in residents of River Rd and you want our land-Not happening- Be kind to the property owners-you may have to kiss their behinds later.
		Better lanes are a must for safety
		Very critical to add bike lanes on both sides
		Very Poor job framing questions
		I like the electronic voting
		Too much about the road not enough about the corridor itself. Took to long need to move more quickly. Word your questions better.
Ashley Williams		I live in Zone 3 (Riviera Neighborhood) and I would love to see a safer way for me and my neighbors to have access to the wonderful park system. I would like to see a separated path, be it paved or dirt, that we could walk, bike, and walk my dogs safely to teh parks. I clearly see the need for bike lanes on River Road but I want to see more than that as a result of this study. Please do not discount the residents that live along this road. We bought a house in this neighborhood because of the vicinity to the parks and downtown. I have ran and biked along River Road and it is not safe. There is an MSD easement that runs along I-71 from Indian Hills Trail to Blankenbaker Ln and this should be looked at as a biking/ hiking trail.

Bill Reisert		There were many people who did not wish to change this beautiful scenic road. Many of us choose to live there for its ambience, its calm landscape and flowing river. A one lane bridge which has held up remarkably well since 1915 should remain a one lane bridge. If the east end bridge becomes a reality it will drastically change this beautiful scenic highway into a 4 lane speedway. The bridge will hurt us property owners but a two lane bridge at Harrod's Creek will cost lives. One life lost is too many.
		Reduce speed limits and better speed enforcement
		Improved sight lines
		Wider vehicle lane and larger shoulder
		No rumble strips
		Improved share-the-road signage
Lisa Holt		Meeting was not productive or informative. Questions had little to do with the stated "intrinsic qualities" of River Rd and more to do with transportation modes. The meeting certainly did not give the participants the opportunity to disagree or comment on their feelings of the basic premise of whether they wanted a bike and pedestrians path. I feel that we were being told what was going to happen rather than having an facilitated conversation of how particular stakeholders (landowners especially) felt about the proposed bike trail. I think that it is necessary to have a different kind of meeting that is broken out by stakeholders before you bring everyone together and ask questions that deal with traffic situations. Questions she would like to ask: If a path is needed how do we make it a win/win for all the stakeholders so one particular group is not asked to make all teh sacrifices? How will this affect the complexion and overall quality of the scenic byway that is enjoyed by community and landowner? Will this turn the scenic byway into more of a part of a park system than scenic corridor. Is there an alternative plan if people choose not to have a path on River Rd? What criteria will be used for the final decision? can we use more local landscape architecture and consultants that know this area better than just on paper?
Diana Closure		Are people concerned that the widening of the Harrods Creek Bridge will increase speeds and traffic on River Road?
Edith S. Bingham		Provision for walkers along Zorn to Prospect is not a high priority.
		The sense of virtually every query demonstrated that 75% to 80% of respondents consider River Road as both a scenic byway and an efficient parallel conduit to other routes to and to from the city just as it is. Indeed, many of those who did not fall into that 75%, were people, I think, representing bicycle users' interests, whose simple request was for a significant bike lane to our present scenario. If my interpretation is correct, about 95% of the people in this meeting are pretty happy with things the way they are and what you to do your very best to retain that in the light of some, no doubt, necessary change. I think the commercial development has seem restrained and the use of the road was described accurately.
13-Jul-2009		
Mark Windhorst		HCBOA Harrods Creek Boat Owners 450 McAlpine Pool Marine Association 25 Limestone Bay Yacht Club 125 Harrods Creek Builders Association 419-1149 6609 River Road
Marla Clark		Approve of burying power lines/all utilities to provide more space next to roadway and to enhance and beautify scenic corridor. It is unfathomable that the corridor management plan has separated out one of the most culturally historic pieces of the scenic corridor, the Harrods Creek Bridge. The traffic studies prepared to support widening the HC Bridge actually supported how safe a traffic calming device it is. Also consider building a "roundabout" at the intersection of Wolf Pen Branch Road and River Road.
		If you are going to have a 6 pm meeting then start at 6 pm. If you are going to start at 6:15 then say so. It's not right for those of us who get here on time to have to wait.





Ginny and Homer Holt		Don't understand why bikers want to ride on River Road. Suggest a bike path on the expressway - would not disturb private property or utility lines. Work on one project at a time. With cutbacks and park closing how will this project be maintained.
Alice Garrison		Ask/demand for enforcement of KRS statues which prohibit the posting of signs on public right-of-way that ruin the scenic value of River Road.
17-Jul-2009		
		Oppose: Separate bike/pedestrian trails or paths because of the expense to taxpayers and impact on existing trees, wetlands and homeowners. There are to many driveways and side streets along River Road.
		River Road is beautiful and unique the way it is and I oppose major changes.



River Road Scenic Byway Corridor Management Plan

PUBLIC MEETING #1

JUNE 16, 2009

FINAL REPORT

BY

UNIVERSITY OF KENTUCKY TRANSPORTATION CENTER

TO

GRESHAM, SMITH, AND PARTNERS

CONSULTANTS TO

THE CITY OF LOUISVILLE METRO GOVERNMENT

LOUISVILLE, KY.



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EXECUTIVE SUMMARY

The public meeting was held on the eastern end of the corridor portion in question. Based on data gathered with the audience response system (ARS) there was a total of approximately 110 attendees. About 25% of the total came from each of three locations: west of the corridor (Greater Louisville), east of the corridor, and from zone 4 that includes the city of Glenview. Of the remaining 25% of attendees, about half of them were from zone 5, just east of Glenview and including the Goose Creek development. The remaining 29 participants represented the six remaining zones. After some introductory explanation by Jon Henney regarding the purpose of the project, the nature of the problem, and the public’s role at the meeting, Ted Grossardt led an Audience Response System (ARS)-based survey process using a set of questions developed in cooperation with Dirk Gowin of Louisville Metro Public Works, Jon Henney of Gresham, Smith, and Partners, and members of the Project Advisory Team. Questions were added, subtracted, or modified with the goal of obtaining the maximum amount of useful and appropriate information from the participants within a two-hour meeting time. The complete survey is attached at the back of this report. Before and after the survey portion of the meeting, participants were encouraged to visit a number of stations set up around the room where they could interact with project personnel about more specific items.

GENERAL RESULTS OF PUBLIC MEETING A.R.S. SURVEY

- **QUALITIES, FUNCTIONALITY, MODAL PERFORMANCE, AND SAFETY:**
The participants from across the corridor and across the mode uses generally find the natural and scenic features of River Road most important, and all of the qualities polled rate better than ‘neutral.’ Functionally, River Road’s important for either shopping access or general travel convenience was barely above neutral, and its performance on both scores is judged to be quite good. For all mode users River Road performs better than neutral for autos, worse for bicyclists and pedestrians, and slightly below neutral for transit. The participants’ major safety issues are the speed and volume of vehicular traffic, and they especially desire safety improvements for bicyclists and pedestrians, but few ‘improvements’ for autos. It is likely that the judgment of too much traffic at too high of a speed, coupled with little desire for auto improvements, means that the participants are opposed to the type of auto improvements that would exacerbate the high volume-high speed problem, such as wider, straighter auto lanes.

- **CURRENT AND FUTURE USAGE BY GEOGRAPHY, MODE, TRIP PURPOSE:**
Participants were asked to describe a) the two most frequent current trips they make and b) the two most like future trips they would make if River Road were improved in ways that were amenable to their desires for travel. Because the majority of participants are from zones 1, 4, and 10, as described earlier, more of the trips originate in these zones, although it is not necessarily the case that a trip must begin in the zone where the participant lives, as for example a recreational bicycle trip can be initiated by a participant from anywhere by transporting the bicycle to the starting point by auto.

The single most frequent destination from any zone for current tripmaking reported by the participants is zone 1, Greater Louisville. Four-fifths of current reported trips are by auto and the balance are largely bicycle. Slightly under half are commuting or work-related, while just under a third are for recreation purposes. Glenview (zone 4) trips terminate in zone 1, Glenview, zone 10, and zones 2 and 5, in that order. Current tripmaking is thus dominated by auto commuting and work-related trips with a significant subcategory of recreation tripmaking.

Section 1: Quality, Functionality, Performance, Safety

Future tripmaking leans more heavily (over 2/3) toward recreational purposes, and toward bicycles (64%). Four-fifths of new bicycle trips would be for recreational purposes, and two-thirds of them would be from whose current top two modes are auto. These trips are not necessarily short trips: a significant new proportion of trips would originate in zone 1 and terminate in zones 9 or 10, at the east end of the corridor. Almost nine-tenths of the trips ending in the eastern half of the corridor (zones 5-10) originate in the western half (zones 1-4). This general pattern of demand for bicycle trips and recreation trips holds true when the data is filtered down to just those who live on the corridor, zones 2 through 9. For this group, nearly half of new bicycle trips would begin in zone 4.

SUMMARY

The responses from the participants have many interesting nuances that can be explored in the detailed portions of this report that follow. However, a few major trends are evident. River Road currently does serve as a combination commuting/recreation corridor, and it is most valued for its natural and scenic beauty. The participants would most like to see improved safety for bicyclists and pedestrians, with this perceived danger consisting of high auto counts and high auto speeds. If the appropriate improvements are made, the majority of anticipated new uses will be by bicycle and will be recreational, and these trips will traverse several zones and frequently the entire length of the corridor.

Demographics

Participants were asked to identify which of ten ‘zones’ they lived in. This resulted in a unique location identity for each person, for a total of 110 identified participants, as follows:

Zone	# Residents
1:	23
2:	2
3:	6
4:	28
5:	12
6:	8
7:	3
8:	1
9:	1
10:	26
TOTAL:	110

River Road General Questions by Modal Usage

They were also asked to identify their intensity of use of the corridor by auto, bicycle, walking, and transit modes. This meant that the same participant could be a significant user of more than one mode, so that a total of 163 significant modal users were identified, as follows:

Mode	# Residents
Auto:	104
Bicycle:	37
Pedestrian:	20
Transit:	2
TOTAL:	163

This information was then used to analyze participants’ responses for potential differences due to differential mode use or spatial pattern of use. It was also used to develop information about current and potential usage patterns through Origin-Destination questions about current and anticipated usage. The results are reported in this fashion in the following sections.